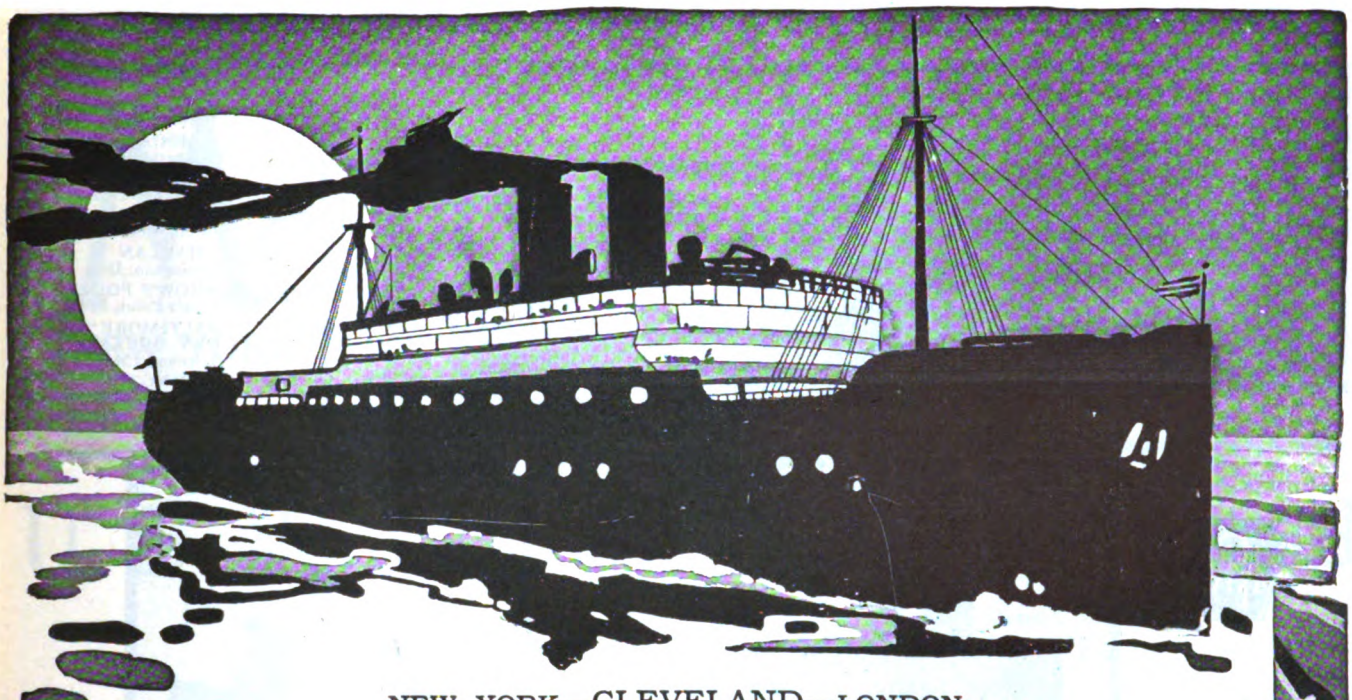


NEW YORK—CLEVELAND—LONDON

Marine Review

THE BUSINESS OF TRANSPORTATION BY WATER

Vol. 52 MAY, 1922 No. 5

Published by The Penton Publishing Co., Cleveland, Ohio, U. S. A.

IN THIS ISSUE

	Page		Page
Instead of "Build More Ships," New Slogan Is "Scrap More Ships"...	183	Wholesale Grocers Use Ocean Terminal	205
U. S. Wins Coal Markets Abroad....	183	Photographs from Far and Near....	206
Start Work on LEVIATHAN Repairs..	189	Foreign Insurers Enter America....	208
Assigned Shipping Board Vessels..	190	Marine News in a Personal Way..	210
Yard Orders Total $15,000,000.....	191	Record of Traffic at American Ports	212
Pacific Yard to Build Big Freighters	192	Late Flashes on Marine Disasters ..	214
Adapt Ocean Trawler for Lakes....	193	Use Diesel Unit for Lighter.....	215
British Reduce Rates and Costs.....	195	Activities in the Marine Field.....	218
British Threaten to Retaliate.....	199	Letters to the Editor	223
World Charter Market	200	American Sailor Has Proved His Skill	223
Ocean Freight Rates	203	U. S. Seamen Still Must Be Trained	224
Editorial	204	Equipment Used Afloat, Ashore....	226
		Business News for the Marine Trade	227

BRANCH OFFICES

BOSTON - 426 Old South Bldg.
CHICAGO - - - - 1147 People's Gas Bldg.
CINCINNATI - 501-505 Commercial Tribune Bldg.
HARTFORD - P. O. Box 1231
NEW YORK - - 220 Broadway
PITTSBURGH - - - - 2148-49 Oliver Bldg.
SAN FRANCISCO - - - 8 Monadnock Bldg.
WASHINGTON - - - - - 40 Metzerott Bldg

FOREIGN OFFICES

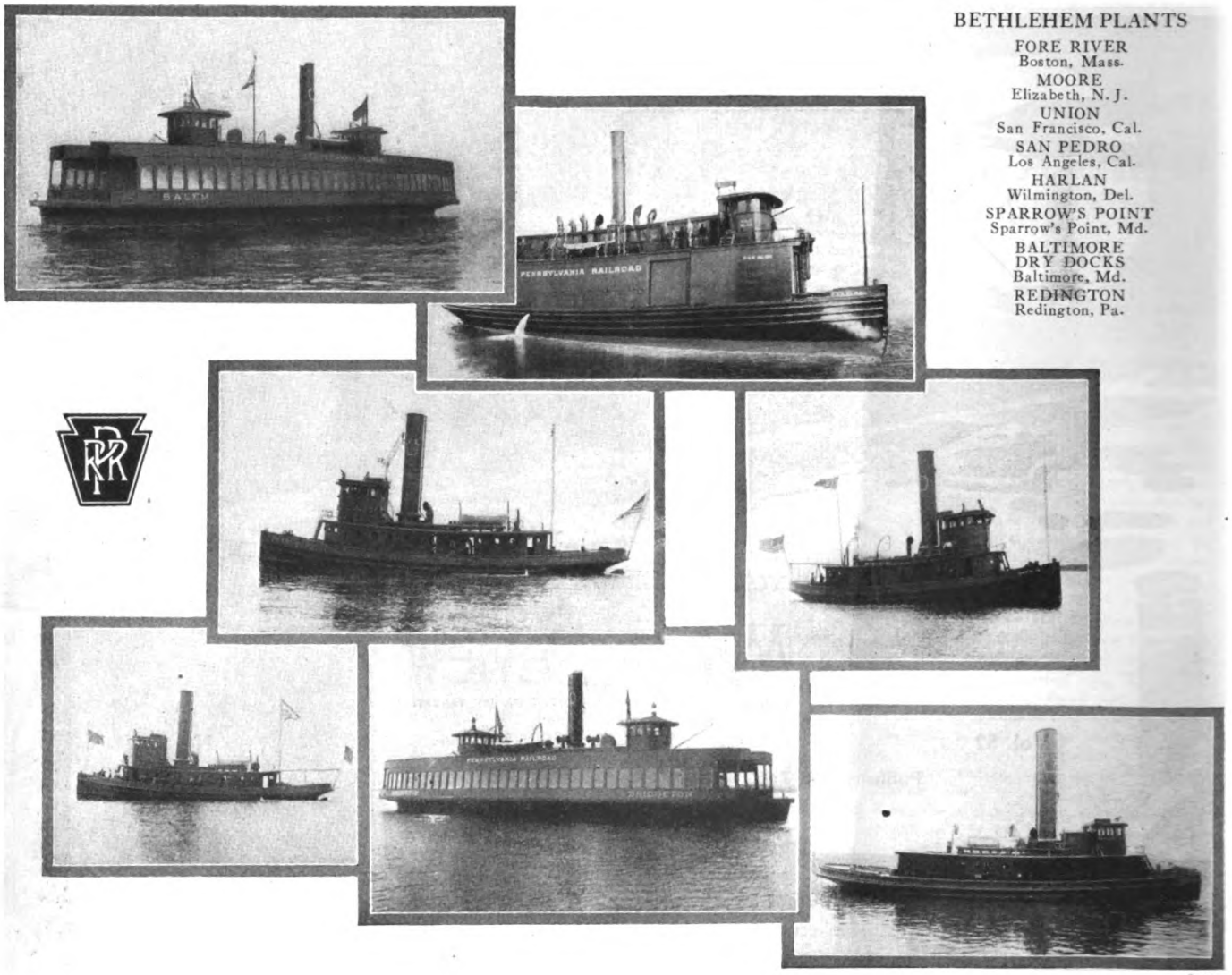
PARIS, FRANCE 224 Rue de Rivoli
LONDON, ENG., 2-3 Caxton House, Westminster, S. W. 1.
BIRMINGHAM, ENG. - Prince's Chambers

Cable Address IROTRAPEN, London

Subscription, United States and its possessions, $3 per year; Canada and other Foreign Countries, $4 per year. Single copies 25 cents. Back numbers over three months 50 cents. The Cleveland News Co. will supply the trade with MARINE REVIEW through the regular channels of the American News Co. European Agent, The International News Co., Breams building, Chancery Lane, London, E. C., England.

Member, the Audit Bureau of Circulations and Associated Business Papers, Inc.
Entered at the Post Office at Cleveland, Ohio, as Second Class Matter, under the act of March 3, 1879
Copyright 1922 by The Penton Publishing Co.

Generated on 2024-07-27 04:16 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



Bethlehem-Built
Floating Equipment
for the
Pennsylvania Railroad Company

BETHLEHEM SHIPBUILDING CORPORATION, LTD., BETHLEHEM, PA.

General Sales Offices: **NEW YORK CITY**

Sales Offices:	Philadelphia	Washington	Pittsburgh	Chicago	St. Louis
Boston	Baltimore	Atlanta	Cleveland	Detroit	San Francisco

BETHLEHEM

Please mention MARINE REVIEW *when writing to Advertisers*

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF ILLINOIS AT
URBANA-CHAMPAIGN

Shipbuilding Ship operation Ship maintenance

Marine Review

NEW YORK CLEVELAND LONDON

VOL. 52 MAY, 1922 No. 5

U. S. Wins Coal Markets Abroad

Without Organized Effort, American Coal Industry Finds More Foreign Customers — Additional Work Would Increase Trade

BY V. G. IDEN

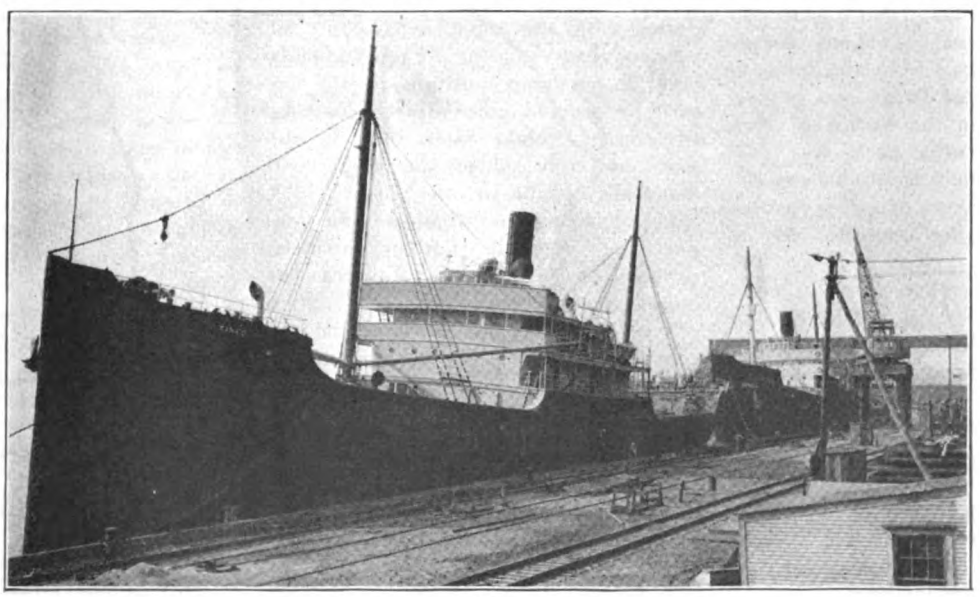
COAL exports have long been the backbone of England's overseas trade. It was the ability of British ships to have a bulk cargo, coal, to carry out that enabled British shipping companies to operate profitably at carting the cargoes of the world back to England. It has been a most economical and profitable arrangement and one of the mainsprings of the supremacy of the English merchant marine.

American steamship companies stand to profit greatly by England's example. A certain high percentage of bulk cargoes must be assured any nation's marine before that marine can become powerful. Agricultural products always have bulked large in American exports, but agricultural products do not necessarily make up bulk cargoes as the shipping fraternity understands the term. Coal is the most practical and ready bulk cargo that can be found. The fact that the United States has been able to produce a coal of a quality and a quantity that the world desires and the fact that the world has happened to demand this coal during the past two years or so, has given considerable hope to those who have sincerely been striving to build up an American merchant marine.

England had practically monopolized the coal trade of the world prior to the war. During the 12 months ended with June, 1913, the United States exported but 476,000 tons of coal to Europe while during the calendar year of 1913, England exported 56,839,357 tons to the same markets. During the calendar year 1920, England exported only 19,615,479 tons of coal to Europe while the United States exported 13,383,000 tons to the same destinations, and this despite the disparity in exchange rates, and notwithstanding the higher freight charges. In 1913, Great Britain exported 6,892,905 tons of coal to Brazil, Chile, Uruguay and Argentina, while the figures for the United States are given as 441,369 tons. In 1920 the

Instead of "Build More Ships," New Slogan Is "Scrap More Ships"

Actual work of scrapping the wooden fleet is now under way. The plan selected is a test of the cost of dismantling about a dozen steamers, selling the salved materials, dividing the money received from sales and then balancing the cost of the experiment against the sum realized. If a balance is shown, the unsold wooden ships will be so scrapped. If not, they may be sunk



Wooden ships KINEO and BERELA tied up for dismantling at the Chester, Pa., yard of the Merchant Shipbuilding Corp. For months, these ships were a part of the big James river fleet of idle wooden tonnage. Towed to Chester, they are being dismantled, the material salved and sold. The yard and the shipping board divide the sum realized in the sales

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

returns were as follows: Great Britain, 556,414 tons; United States, 3,445,440 tons.

A great reversal in coal supremacy has been apparent within the last two years. In 1919 England exported 35,249,568 tons and the United States 22,401,905 tons. In 1920 the figures were, United States, 39,215,030 tons; Great Britain, 24,931,853 tons.

While American coal exports prior to 1913 may have appeared comfortable in the bulk, it must be remembered the greater proportion of those exports went to Canada and other neighboring countries and less than 2,000,000 tons were actually carried overseas. The great movement of American coal to Europe and South America began in the early part of 1915 and something more than 23,000,000 tons were shipped overseas that year. Had the United States not been confronted with a miners' strike and railroad troubles, her exports during 1920 would have been even greater.

Trade Not Pushed

Export figures for the year 1920 were probably slightly more representative than the figures for 1921 because the latter year was a full year of world wide industrial depression. The coal exports of all countries radically declined. During the past year the coal exports of the United States amounted to 24,840,745 gross tons.

The great strides America has made in coal exports are not due in the least to the efforts of her coal operators. There appears to exist in this great industry a most peculiar business practice: Get the cash on delivery. Many American coal men seem to display but little interest as to where the coal goes or who buys it just so long as they get the money for the goods on the spot. This accounts for the fact that American coal frequently changes hands dozens of times on its way from the mine to the consumer. One barge-load of coal leaving its pier in the harbor of New York a few months back was sold actually seven times before it was delivered to the bunkers of a ship moored to her pier on the opposite side of the Hudson river.

"The present coal export business," said E. D. Enney, president of the Williams Cory-Mann George Corp., in 1920, "is being done with the foreign buyer strictly for cash. The buyer, big or little, strong or weak financially, must place his money here in America before his coal is shipped, sometimes weeks before. Sooner or later some understanding must be arrived at toward extension of reasonable credit to the foreign customer, of unquestionable resources and integrity. He may be forced for the time being to accede to our terms—cash in advance—but naturally will turn from us, when he can obtain his supplies of quality equal to our product on more favorable terms. The foreign customer has learned that under normal labor conditions, we have a steadily increasing production at an average lower cost than the fields from which he formerly drew supplies. The United States with the rapid expansion of its merchant marine, unquestionably will be in better position in the future to provide more nearly competitive ocean freight rates than in the past and this added advantage will materially accrue to our benefit."

U.S. Now Controls More Bunker Stations

WITH the phenomenal growth of the American merchant marine the question of bunkering stations, both for oil and coal, throughout the world has received serious attention. Before the war, during the lean years of American shipping, American vessels were compelled to depend on foreign bunkering stations for fuel. This situation is being rapidly altered. At the present time, American interests control the oil bunkering facilities in United States ports while American capital has a predominating influence in Central and South American stations. English interests, however, still control the situation in European waters. Whether the United States will ever control the bunkering situation throughout the commercial world is, of course, a question of conjecture that cannot be answered at the present time. However, this country enjoys an enviable position in the bunkering field of the world and it is capable of expanding to a point where its influence will equal that of any other maritime nation.

In attempting to stimulate the exportation of coal, nothing artificial is being undertaken as America has larger supplies than any other nation of the world. The world's coal resources have been estimated as follows:

	Net tons
Americas	5,627,823,500,000
Asia	1,410,487,600,000
Europe	804,412,600,000
Oceanica	187,842,900,000
Africa	63,755,900,000
Total	8,094,322,500,000

The portion falling to the United States alone is 4,205,154,000,000 tons, or more than half of all the coal in the world.

Russia is believed to contain the identical strata from which, stretching through England, coal is taken from the Welsh mines, but Russia is backward and no adequate survey has as yet been made of her possible resources. China is known to contain valuable deposits of coal but China has only little more than 7000 miles of railroads and her rivers are too shallow to float the coal down to a point where it would warrant exporting.

Generally speaking the product of American mines is equal to that of the German and English mines and superior to that of the Australian, Japanese and Chinese mines. The wonderful quality of the steam coals of Wales is slightly superior only, and that physically, to the New River-Pocahontas coals of the United States. Chemically, the two coals are so similar as to be accepted as identical. The American coals, however, are very soft and friable and will not bear transportation while the Welsh coal is quite hard and better stands transportation. This distinction is important in the domestic markets but has no bearing on large steam contracts where boiler house efficiency demands the mechanical stokers for which the coal must be pulverized in any case.

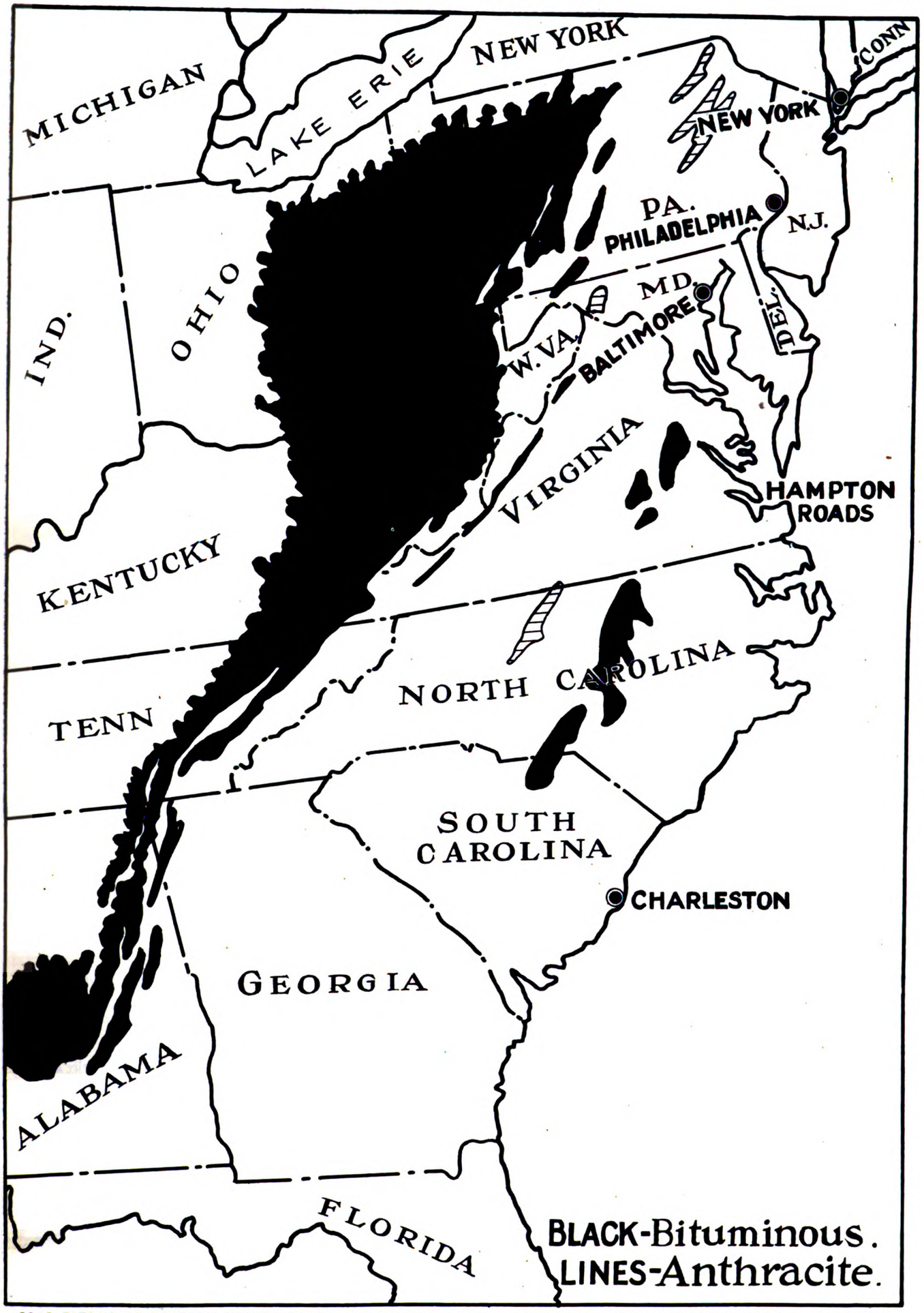
Anthracite a Domestic Fuel

The anthracites of Pennsylvania, the coking and gas coals of the Pittsburgh field, the gas and splint coals of West Virginia and the block coals of Eastern Kentucky, Tennessee and Alabama are all of high type and capable of meeting similar coals of Great Britain and Europe in close competition from the standpoint of quality.

Western American coals are limited both as to quality and quantity and could never form a very important factor in world trade. The Puget Sound coals of British Columbia, while of fair quality are somewhat limited in extent and expensive to mine, but, owing to their spendid geographical location, form an exceedingly important factor on the west coast as far south as San Francisco. The opening up of Alaska, which it is hoped will result in developing the coal deposits there, may bring about a change in the coal situation on the Pacific coast.

In the meantime the only coals which need special consideration are the bituminous coals of the Appalachian range, which find their export outlet through New York, Philadelphia, Baltimore, Hampton Roads and

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



COAL FIELDS OF EASTERN UNITED STATES AND PORTS THROUGH WHICH GROWING EXPORT TRADE IS HANDLED

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Charleston. The United States does export some anthracite coal but in extremely limited quantities. This is peculiarly a domestic product and the grates of foreign consumers are not so constructed as to burn it well. To introduce anthracite abroad it would first be necessary to introduce a new burning grate.

The fact that the United States has made no special effort to build up an export trade in coal, coincident with the fact that she was the leading coal exporting country in 1920, gives the United States a unique position. The opportunity during 1920 was due to the troubles England had in her mining districts. During the spring of the next year, England was forced to deal with another miners' strike, which again resulted in sending coal orders to the United States. But throughout the last strike in England, foreign buyers took coal of the United States only on a day-to-day basis. They bought only to guarantee themselves a supply and hesitated buying every time there seemed to be reason to hope for a settlement of the strike in England.

Big Market Revealed

Nevertheless the record of coal exports during 1920 indicates what the United States might do in this trade were the coal-selling business organized upon an efficient basis. During 1920 34,390,254 tons of bituminous coal were exported from the United States, of which 14,482,929 tons went to Canada. The United States also exported 4,824,776 tons of anthracite coal and 821,252 tons of coke. The bituminous constitutes the only coal of quantity which went into the overseas trade. Of this, during 1920, were shipped 3,646,000 tons to France; 2,387,000 tons to Italy; 2,146,000 tons to Netherlands; 1,247,000 tons to Sweden; 1,332,000 tons to Cuba; 1,718,000 tons to Argentina; 965,000 tons to Brazil; 494,000 tons to Chile; and 267,000 tons to Uruguay. There were 812,000 tons which also were shipped to Switzerland.

Despite the depression of 1921 the division of coal exports was not materially different from the division made during the year previous. During the past year American bituminous coal exports totaled 20,660,933 tons, anthracite 4,179,812 tons, and coke amounted to 274,878 tons. Of the bituminous coal exported during 1921, 4,984,574 tons went to Europe, chiefly to Italy and the Mediterranean ports. England has recaptured the trade of northern Europe. The United States shipped 13,915,377 tons of bituminous to Canada during 1921, 12,844,066 tons to other North and

Best Pooling System for American Export Coal

The following table of coal pools is an adaptation of a tabulation compiled by Dr. Henry M. Payne, consulting engineer, Andrade-Eyre, Inc., 300 Madison avenue, New York.

Tidewater Exchanges	Pool	Designation of Classification	Size	Seams from Which Mined	Railroads
NPB HR	1	*AMER. STANDARD LOW VOLATILE* (Mines on Navy Acceptable List)	R. M.	Pocahontas No. 3 Pocahontas No. 4 Sewell Beckley Fire Creek "B" or Miller Fulton	C. & O. K. & M. N. & W. VIR. C. C. & O. L. & N. C. & P. P. R. R.
HR	2	OTHER HIGH GRADE LOW VOLATILE (Pocahontas, Flat Top, New River, Tug River and Virginian Ry. Points)	R. M.	Pocahontas No. 3 Pocahontas No. 4 Sewell Fire Creek	C & O. N. & W. VIR.
HR	3	LOW VOLATILE	Slack	Pocahontas No. 3 Pocahontas No. 4 Sewell Beckley Fire Creek	C. & O. K. & M. N. & W. C. C. & O. L. & N. VIR.
NPB	4	*SUPERIOR LOW VOLATILE* (Under 24% Vol.)	R. M.	Lower Kittanning "B" or Miller	N. Y. C. C. & P. P. & S.
HR	4	MEDIUM GRADE LOW VOLATILE	R. M.	Pocahontas No. 3	VIR.
HR	5	HIGH VOLATILE GAS	R. M.	No. 2 Gas Freeburn Upper War Eagle, etc.	N. & W. C. & O.
HR	6	HIGH VOLATILE STEAM	R. M.	Upper Banner Lower Banner Kennedy Imboden No. 5 Block Thacker Winifrede Coalburg Elkhorn	N. & W. C. & O. C. C. & O.
HR	7	HIGH VOLATILE BY-PRODUCT	R. M.	No. 2 Gas Freeburn Upper War Eagle, etc.	N & W. C. & O.
HR	8	HIGH VOLATILE BY-PRODUCT (Virginian Ry. Points)	R. M.	Eagle No. 1 Gas Middle War Eagle	VIR.
NPB	9	*SUPERIOR LOW VOLATILE* (Under 24 per cent Vol.)	R. M.	Upper Kittanning "C" Prime Lower Kittanning "B" or Miller	W. M. B. & O. C. & P. P. R. R. E. B. T.
NPB	10	*HIGH GRADE LOW VOLATILE* (Under 24 per cent Vol.)	R. M.	Upper Freeport "E" Upper Freeport "D" Middle Kittanning "C" Kittanning "B" Clarion	P. R. R. B. & O. N. Y. C. P. & S. W. M.
NPB	11	*FAIR LOW VOLATILE* (Under 24 per cent Vol.)	R. M.	Upper Freeport "E" Upper Freeport "D" Middle Kittanning "C" Kittanning "B" Clarion	P. R. R. B. & O. N. Y. C. P. & S. W. M.
NPB	12	*SUPERIOR MEDIUM VOLATILE* (Between 24 per cent *and* 31 per cent Vol.)	R. M.	Upper Freeport "E" Lower Freeport "D" Pittsburgh	P. R. R. B. & O. N. Y. C. C. & I. B. R. & P.
NPB	14	*MEDIUM GRADE MEDIUM VOLATILE* (Between 24 per cent *and* 31 per cent Vol.)	R. M.	"B" or Miller Middle Kittanning "C" Lower Freeport "D" Upper Freeport "E" Pittsburgh	P. R. R. B. & O. B. R. & P. P. & S. P. S. & N.
NPB	15	*FAIR MEDIUM VOLATILE* (Between 24 per cent *and* 31 per cent Vol.)	R. M.	Upper Freeport "E" Lower Freeport "D" Kittanning "B" Pittsburgh	P. R. R. B. & O. N. Y. C.
NPB	18	*FAIR LOW VOLATILE STEAM*	R. M.	Miscellaneous	P. R. R. B. & O. W. M. N. Y. C. C. & P. P. & S.
NPB	20	*LOW VOLATILE*	Slack	Pools 1-4-9-10-11	P. R. R. N. Y. C.
NPB	21	*HIGH VOLATILE BY-PRODUCT*	R. M.	Pittsburgh	P. R. R.
NPB	30	*GAS COAL* (Maximum Sulphur 1¼%)	¾ in.	Pittsburgh	P. R. R. B. & O.
NPB	31	*GAS COAL* (Maximum Sulphur 1¼%)	R. M.	Pittsburgh	P. R. R. B. & O.
NPB HR	32	*GAS COAL* (Maximum Sulphur 1¼%)	Slack	Pittsburgh No. 2 Gas	P. R. R. B. & O. N. & W. C. & O.
NPB	33	*HIGH VOLATILE STEAM COAL* (Pittsburgh-Fairmont Districts)	¾ in.	Pittsburgh Redstone Sewickley	P. R. R. B. & O.

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

NPB	34 a	*HIGH VOLATILE STEAM COAL* (Pittsburgh-Fairmont Districts) This pool re-classified into Pools 44-54-64 qui vide	R. M.	Pittsburgh Redstone Sewickley	P. R. R. B. & O.
NPB HR	35	*HIGH VOLATILE STEAM COAL* (Pittsburgh-Fairmont Districts)	Slack	Pools 6-34-38-44-54-64	N. & W. C. & O. C. C. & O. B. & O. P. R. R.
NPB	37	*MARION COUNTY GAS* (Low Sulphur)	¾ in.	Pittsburgh	B. & O.
NPB	38	*MARION COUNTY GAS* (Low Sulphur)	R. M.	Pittsburgh	B. & O.
HR	39	HIGH VOLATILE BY-PRODUCT (Big Sandy Div. C. & O.)	R. M.	Elkhorn	C. & O.
NPB	39	*HIGH VOLATILE BY-PRODUCT* (Greensburg Basin)	¾ in.	Pittsburgh	P. R. R.
HR	40	HIGH VOLATILE STEAM (Local Mines)	R. M.	Darby Taggart	N. & W. C. C. & O.
NPB	40	*HIGH VOLATILE STEAM* (Greensburg Basin)	R. M.	Pittsburgh	P. R. R.
HR	41	HIGH VOLATILE STEAM OR SPLINT	Lump	Same as Pool 6	N. & W. C. & O.
HR	42	LOW VOLATILE GAS	R. M.	Same as Pool 2	N. & W. C. & O.
HR	43	HIGH VOLATILE GAS	Lump	No. 2 Gas	N. & W. C. & O.
NPB	43	*HIGH VOLATILE STEAM*	¾ in.	Kittanning Freeport Sewickley Waynesburg Pittsburgh	B. & O. P. R. R.
HR	44	LOW VOLATILE STEAM	Lump	Same as Pool 2	N. & W. C. & O. VIR.
NPB	44	*HIGH VOLATILE STEAM*	R. M.	Kittanning Freeport Sewickley Waynesburg Pittsburgh	B. & O. P. R. R.
HR	51	HIGH VOLATILE STEAM	1½-3-in.	Same as Pool 6	N. & W. C. & O. C. C. & O.
NPB	53	*SUPERIOR HIGH VOLATILE GAS and STEAM*	¾ in.	Best prepared Kittanning, Freeport, Sewickley, Connellsville Coking	P. R. R. B. & O.
HR	53	HIGH VOLATILE GAS	1½-3-in.	Same as Pool 5	N. & W. C. & O.
NPB	54	*SUPERIOR HIGH VOLATILE GAS and STEAM*	R. M.	Best prepared Kittanning, Freeport, Sewickley, Connellsville Coking	P. R. R. B. & O.
HR	54	SUPERIOR LOW VOLATILE	1½-3-in.	Same as Pools 1-2	C. & O. N. & W. VIR.
HR	56	HIGH VOLATILE STEAM	R. M.	No. 5 Block Winifrede Coalburg Elkhorn	C. & O.
NPB	60	*WESTMORELAND, IRWIN BASIN & YOUGHIOGHENY LOW SULPHUR ILLUMINATING GAS*	¾ in.	Pittsburgh	B. & O. P. R. R. W. M. C. & P.
NPB	61	*WESTMORELAND, IRWIN BASIN & YOUGHIOGHENY LOW SULPHUR ILLUMINATING GAS*	R. M.	Pittsburgh	B. & O. P. R. R. W. M. C. & P.
HR	61	HIGH VOLATILE STEAM	¾-1 in.	Same as Pool 6	N. & W. C. & O.
HR	63	HIGH VOLATILE GAS	¾-1½ in	Same as Pool 5	N. & W. C. & O.
NPB	63	*HIGH GRADE HIGH VOLATILE GAS and STEAM* (Maximum Sulphur 2%)	¾ in.	(Hard structure, gas producing) Pittsburgh Redstone	C. & O. N. & W. VIR.
HR	64	HIGH GRADE LOW VOLATILE	¾-1½ in	Same as Pools 1-2	C. & O. N. & W. VIR.
NPB	64	*HIGH GRADE HIGH VOLATILE GAS and STEAM* (Maximum Sulphur 2%)	R. M.	(Hard structure, gas producing) Pittsburgh Redstone	P. R. R. B. & O.
NPB	71	*SUPERIOR LOW VOLATILE* (Mines on Navy Supplementary List)	R. M.	"B" or Miller "C" Prime Lower Kittanning	B. & O. C. & I. P. R. R.
HR	84	LOW VOLATILE STEAM	Pea ½-¾ in. Nut & Slack	Pocahontas No. 3 Pocahontas No. 4 Sewell Beckley Fire Creek "B" or Miller Fulton	C. & O. K. & M. N. & W. VIR. C. C. & O. L. & N.

Note: R. M. means Run of the Mine.
B. R. P.—Buffalo, Rochester & Pittsburgh R.
P. S. N.—Pittsburgh, Shawmut & Northern R.
C. & I.—Cambria & Indiana R. R.
C. & P.—Cumberland & Pennsylvania R. R.
P. & S.—Pittsburgh & Susquehanna R. R.
K. & M.—Kanawha & Michigan R. R.
W. M.—Western Maryland R. R.
E. B. T.—East Broad Top R. R.
C. & O.—Chesapeake & Ohio R. R.
N. & W.—Norfolk & Western R. R.
C. C. & O.—Carolina, Clinchfield & Ohio R. R.
L. & N.—Louisville & Nashville R. R.
P. R. R.—Pennsylvania R. R.
VIR.—Virginian Ry.
N. Y. C.—New York Central R. R.
B. & O.—Baltimore & Ohio R. R.
NPB means New York, Philadelphia, Baltimore
HR means Hampton Roads.

Central America, 1,569,318 tons to South America, and 912,615 tons to Africa.

It is obvious much of the coal shipped during 1920 was to markets which America cannot hope to retain when the world gets back to normal, but the fact that she has been shown that her coals can find a market abroad is encouragement enough to make a more aggressive fight for her just, normal markets in the future. This question of normal markets has been carefully studied by Ernest M. Merrill, a civil and mining engineer of Beckley, W. Va., who has worked out a careful report on the subject. Mr. Merrill has taken the year 1913 as a basis for the measurement of the normal and figured out the consumptive capacity of the world markets as follows:

	Tons
North Sea and Baltic ports	48,184,000
Atlantic and Mediterranean ports	35,767,000
West coast of Africa	567,000
East coast of Africa	498,000
Asia, Pacific Islands and Australia	433,000
East and West coast of North America	189,000
East coast of South America	6,334,000
West coast of South America	605,000
Bunker coal for United Kingdom	19,264,000

Not all of these markets will be open to the United States once normal conditions prevail. The natural level of freight rates and the costs of production will keep her out of many, but there are markets with a normal 1913 consumption ability of over 63,161,000 tons which will be open to coal from the United States. Mr. Merrill tabulates these markets as follows:

	Tons
Atlantic and Mediterranean ports	35,767,000
West coast of Africa	567,000
Asia, Pacific Islands and Australia	433,000
East and West coast of North America	189,000
East coast of South America	6,334,000
West coast of South America	605,000
Bunker coal	19,264,000

Established American Stations

In this table, the tonnage of bunker coal appears to be a considerable item. Prior to the war the bulk of the bunker business was in the hands of the English. Since the armistice, however, through the agency of the shipping board, many American bunker stations have been established upon the trade routes of the world. It is reasonable to suppose that these will be supplied by American coal, with other things equal, and it is furthermore reasonable to expect that American bunker coal will increase in volume. At the present time the United States is doing a fairly comfortable business in bunkers at her own ports. At the port of New York, 15 times as much coal is bunkered as is shipped abroad through that port. Coal bunkered at New York totaled over 2,981,500 tons during 1921.

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

The coal bunkered at the other prime ports during the same year netted the following totals: Philadelphia 334,648 tons; Baltimore 395,402 tons; Hampton Roads 2,536,901 tons.

Hampton Roads, or the Virginia cities, is the largest coal port in the United States. It takes precedence in both the amount of bunkers served and the coal shipped abroad. Of all the coal ports, New York ranks lowest in the quantity exported but leads all others in the amount of coal loaded aboard vessels as bunker. Yet New York is apparently the premier port in the coal export trade inasmuch as the actual transfers are executed in her offices while the physical shipments are handled elsewhere.

The exports through the five export ports during 1921 were as follows:

	Tons
Hampton Roads	6,015,929
Baltimore	1,488,051
Philadelphia	613,742
Charleston, S. C.	298,506
New York	81,641

Where Exports Are Handled

At Hampton Roads, coal is handled over the piers at Sewall's Point, Lambert's Point and Newport News, served by the Virginian, the Norfolk & Western, and the Chesapeake & Ohio railroads. At Baltimore, coal is handled over the piers at Canton, Curtis Bay, Locust Point and Port Covington, served by the Pennsylvania, the Baltimore & Ohio, the Western Maryland, the Cumberland & Pennsylvania and the Monongahela railroads. At Philadelphia, coal is handled over the piers at Greenwich and Port Richmond, served by the Pennsylvania, the Baltimore & Ohio, the Philadelphia & Reading and connecting railroads. At New York, coal is handled over the piers at South Amboy, Jersey City Pier 18, Port Reading, Elizabethport, Port Liberty and Arlington, served by the Pennsylvania, the Jersey Central, the Baltimore & Ohio, the Philadelphia & Reading and connecting railroads. The coal exported through Charleston is handled by the Southern railroad from mines on its own lines and the Louisville & Nashville and the Carolina, Clinchfield & Ohio railroads.

These five American ports have grown to such considerable importance in the coal export business that an effort was made in recent years to standardize trade practices and to classify the coal offered for shipment. The idea of pooling coal originated on the Great Lakes where the heavy traffic in coal and ore during 1917, when the United States became a belligerent, made the movement essential. That proved so successful that a tidewater coal exchange was put into operation at New York, Philadelphia, Baltimore and Hampton Roads that same summer. During the war the pooling exchange was made compulsory by the government. After the armistice, the pooling arrangement was continued voluntarily, and the tidewater exchange was incorporated.

For some time there were three incorporated exchanges, operations of which covered the coal dealings at the five different ports. The first incorporated exchange operated for New York, Philadelphia and Baltimore; the second at Hampton Roads and the third exchange for Charleston. There was an interlocking directorate in all three exchanges. That insured a uniformity in coal grades and a uniformity in trade practices.

Pools Eliminate Excess Stocks

The primary object of the tidewater exchanges was to eliminate the necessity of carrying excessive stocks at the piers. If a coal merchant sold a certain tonnage of a certain grade of coal and wished to put it aboard a particular vessel he could take a similar grade of coal from the pools of the exchange, returning that coal to the pool later by buying the coal of proper grade from the mine and having it shipped to the port. This exchange of tonnages eliminated considerable duplication in freight movement and hastened the handling of coal at the ports during the war, and it promoted foreign sales opportunities after the war. But there was a more important business side to the operation of the exchange which was destined to inculcate considerable goodwill for American coals abroad. Coal sold through the tidewater exchanges was certified coal. It carried the certification of the exchange that the coal was taken from a designated pool and that all the coal from that pool met certain specific qualifications. In other words the exchange certified as to the grade or class of coal shipped.

The tidewater exchanges pooled the coals according to the mine seams from which taken. No effort has been made officially to analyze the run of these various pools although generally their physical and chemical qualities are well known in the trade. Identical pools were not found at all five ports. Pool 1, American standard navy coal, was limited to those mines on what was known as the navy accepted list and Pool 71 includes only those mines in the northern fields on the navy supplemental list. The first classification was made in the summer of 1917 by a group of men thoroughly familiar with the coals shipped to the Atlantic ports. They had in mind the limits as of ash, sulphur, and volatile content as well as heating value of the coals that are included in each classified pool.

Only through individual activity has any effort been made to analyze the different pools. It is declared by fuel engineers, however, that there is a sudden change in the fixed carbon and volatile matter content from the low volatile coals (pools 1, 2, 42 and 4) in the southern fields to the high volatile coals. On the other hand there is a uniform graduation from the low volatile coals (Pools 1, 8, 9, 10, 11 and 71) in the northern fields, through the medium volatiles (Pools 12, 14 and 15) to the high volatiles (Pools 21 and those with higher numbers.)

Although the pool arrangement not only facilitated the handling of export shipments during excessive demand, but also tended to standardize American coal for foreign consumption, the exchanges were ultimately disbanded. Dissatisfaction was expressed by many dealers regarding the run of coal of certain mines and allegations were made that the quality of the coals dumped in a particular pool was not up to standard. The larger and more responsible dealers considered that they had everything to gain and nothing to lose by withdrawing from the exchange pools and the organization was ultimately broken up. But still American coal is commonly spoken of as of a particular pool quality instead of by the trade name assigned it by the dealer controlling its marketing.

New York Rates Higher

The southern areas of low and high volatile coal are well defined. In Pennsylvania, Maryland and northern West Virginia the low volatile coals lie generally to the east and the high volatile coals to the west, while the medium volatile mines are found to overlap portions of both. In a few instances both low and high volatile seams are found adjacent.

Certain localities by virtue of concentrated development, exceptional railroad facilities, or recognized geological features, have acquired sufficient distinction to warrant individual pools, as the Greensburg Basin (Pool 40), Marion County gas (Pool 38), etc.

The principal seam mined for gas

(*Concluded on Page 213*)

Generated on 2024-07-27 04:17 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Start Work on Leviathan Repairs

Unique Problem Presented in Navigating Big Liner Between the Virginia Capes, Through Newport News Channel Up to Repair Pier

ALTHOUGH the LEVIATHAN did not leave her Hoboken, N. J., pier until well into the second month after the contract for repairing her had been let by the shipping board, this does not indicate there will be any delay in the completion of this work. The Newport News Shipbuilding & Dry Dock Co., to which this repair contract was awarded has guaranteed the refitted ship will be delivered to her owners within 14 months after the signing of the contract. All the work on the machinery of the vessel will be completed by Nov. 15. Five months later the ship, should be ready to steam away from the yard. This will place her in the transatlantic service in the spring of 1923.

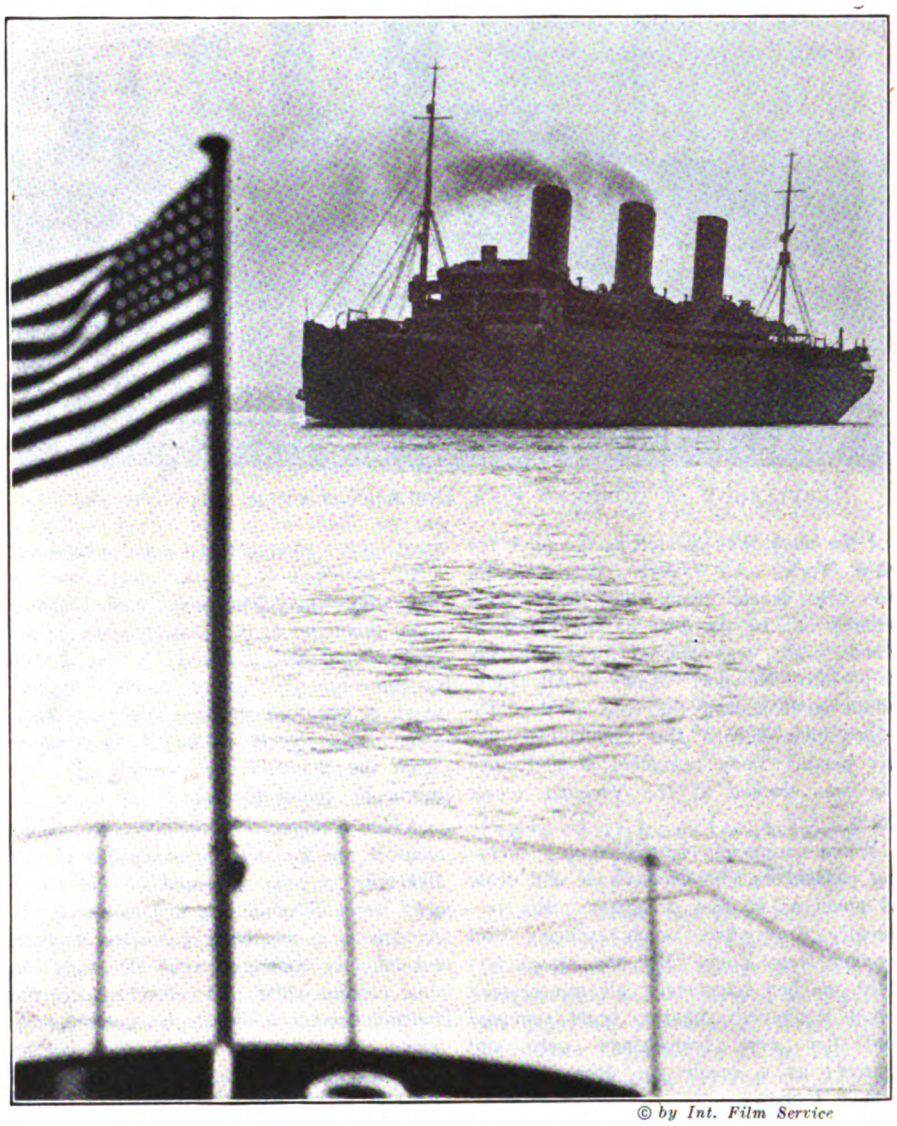
When the LEVIATHAN steamed away from New York for the Virginia capes, she had a full crew. Every precaution was taken to insure her safety on this short trip, the plans having been approved in advance by representatives of the Salvage association of London and of the American Salvage association. The ship also had aboard a staff of engineers equal to the staff the ship carried when she was in full service and her engine room crew was complete.

In all, the LEVIATHAN had aboard on this trip 142 men in the deck department, 446 men in the engine department and 88 men in the steward's department. Although the trip from New York to Newport News required only one day, the ship was provisioned for two weeks. Representatives of Gibbs Bros., New York, the agent of the shipping board; the American Bureau of Shipping, and the repair yard, also were aboard. She was bunkered with 3500 tons of coal and had aboard 2500 tons of fresh water. Water ballast was carried in the double bottoms. While the LEVIATHAN left New York on a shallow draft, the ballast was considered entirely adequate to maintain the necessary trim.

Extra precaution was taken in the case of crew, provisions and fuel because it was decided to take insurance against all emergencies. In case of an accident or a storm, the ship might have been forced to lay off the Virginia capes. Before she left her pier at Hoboken, the LEVIATHAN had all her auxiliaries, boilers, mountings and pipes overhauled and inspected. Steam was put on in 45 out of the 46 boilers in the ship. She also carried a fire guard of 57 men. Most of these men have been standing guard on the vessel during the past two years that she has been tied up. In addition, the ship was equipped with fire clocks and the men were forced to undergo regular fire drills. On the trip, the fire guard was compelled to turn 2000 keys a day, which also was the routine at the Hoboken pier. This meant that every part of the ship was visited each hour by a watchman.

In addition, the ship was equipped with 100 additional chemical fire extinguishers and 8500 more feet of new fire hose. The old fire equipment was such that at least 50 streams of water, each 2½ inches in diameter, could play on the ship at one time. The ship's lifeboat equipment was thoroughly inspected before she left New York and sufficient equipment was carried to accommodate every person aboard her. In this respect, the full requirements of the steamboat inspection service were met. The capstans, etc., were thoroughly gone over and all new lines were supplied.

For the trip down the coast as many men as possible from the old experienced crew of the LEVIATHAN were selected. Capt. W. J. Bernard, who docked and undocked the ship 42 times for the navy, was in command. Pilot McLaughlin, who took the ship in and out of the port of New York 42 times

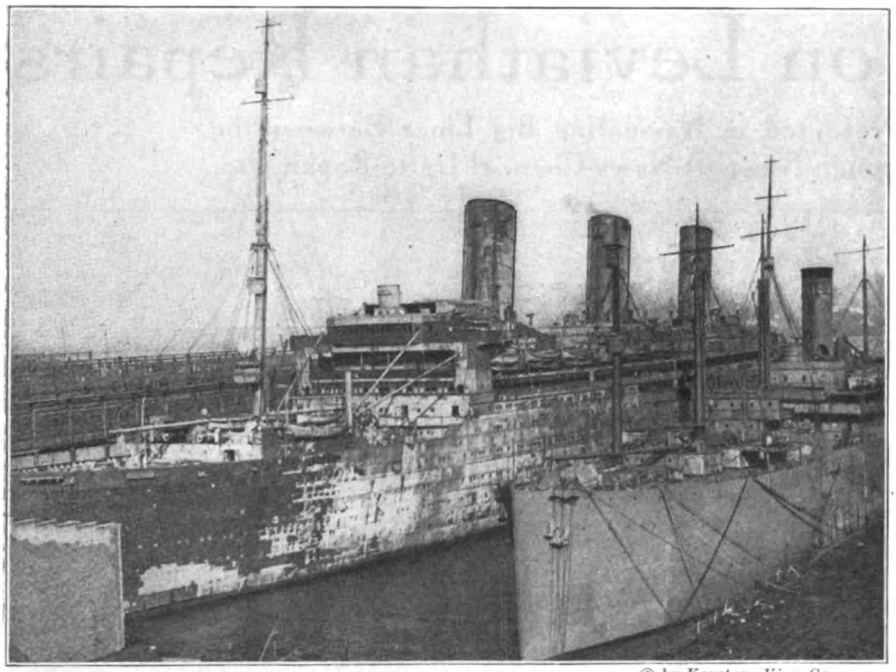


© by Int. Film Service

WORLD'S GREATEST LINER STARTING FOR REPAIR YARD

The LEVIATHAN ended her two years of idleness in New York harbor when she started April 9 for Newport News where a year will be required in reconditioning her for passenger service. Complete plans were made for handling her safely on the trip as well as docking her at the shipyard. As the biggest vessel ever entering Hampton Roads, the possibility of grounding was foreseen but the great ship reached the dock without mishap and on schedule. She passed the Virginia capes at 5:30 a. m. April 10, and Old Point at 6:30 a. m. She worked up to the slip without assistance

Generated on 2024-07-27 04:18 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



© by Keystone View Co.

LEVIATHAN AT HOBOKEN PIER AFTER TWO YEARS OF IDLENESS

for the navy, was carried as the pilot for New York. An expert coastwise pilot was also taken. And Pilot Peak, considered one of the best of the Hampton Roads pilots, was carried for taking the ship into Newport News. All these pilots went aboard the ship at the Hoboken pier before the LEVIATHAN left her berth. They remained aboard until she was docked at the Virginia repair yard.

When completely furnished and carrying passengers, the LEVIATHAN will draw as much as 42 feet of water. She frequently drew that much entering and leaving New York. But the vessel was light on her latest trip, all unnecessary troop equipment having been removed and her new furnishings were not aboard; as a result she drew only 34 feet 6 inches.

But, even on this draft she threatened to have trouble getting into Hampton Roads. The Thimble Shoals channel which leads between the Virginia capes into the Roads is officially 37 feet 6 inches deep. That afforded the first ticklish point for the vessel. Anticipating successful entry at the Roads, however, it was realized that even greater difficulties would be presented when it was endeavored to make the transit of the Newport News channel, which is only 35 feet deep, and at low tide the empty LEVIATHAN would have a free draft of only 6 inches. In anticipation of an emergency which would delay the transit of that channel, a permanent anchorage was placed in the Roads for the ship. This mooring was borrowed from the navy. As there is a tide of 2 feet 5 inches, it was felt that the depth of the channels up to the repair yard was adequate for all purposes.

In anticipation of the movement of the ship, army engineers made soundings throughout the channels at Newport News, and checked up the depths on the official navigation charts. Furthermore a seagoing dredge was sent down from New York in order to remove from the channels any possible silt that might be found there.

After navigating the Newport News channel, the LEVIATHAN proceeded to the 1000-foot pier at the yard of the Newport News Shipbuilding & Dry Dock Co. At this pier, the draft was only 30 feet, but shortly after opening the bids on this repair work and even before the contract was actually let by the shipping board, the company began dredging in this slip and the draft was increased to 40 feet. Off the pier the river is 60 feet deep.

The pier at which the LEVIATHAN was docked and over which the repair work is proceeding is 1000 feet long and 70 feet broad. On that pier is a hammer head crane with a lifting capacity of 120 tons. Directly adjacent are the joiner shop, machine shop, cooper shop, pipe shop, electrical shop, plumbing shop, sheet iron shop and paint shop. The other shops of this shipyard are within a short distance of the LEVIATHAN.

The fact that the LEVIATHAN did not leave New York for the repair yard for about a month and a half after the repair contract had been let did not delay all the work on this job. As pointed out, dredging the pier slip for the ship was actually started before the contract had been signed. The contract was signed on Feb. 15. By March 1 work was started on the joiner work for the ship in the yard shops at Newport News. Within a month after the signing of the contract, the repair yard had begun to place orders for materials.

The yard employs as many as 10,000 men when work is brisk, although during the slump the organization has not been up to this number. The LEVIATHAN is being repaired at a yard which has turned out some of the capital ships of the United States navy and has built some of the greatest naval dreadnaughts of the world. The LEVIATHAN is the largest commercial vessel which has ever visited the port. The yard has three drydocks, the largest measuring 738 feet keel length. This is adequate to dock a ship such as the MAURETANIA of the Cunard fleet, but not quite large enough to dock the LEVIATHAN. There are only two docks on this side of the Atlantic capable of caring for this ship; one is at the navy yard at Norfolk and the other is at the Boston navy yard. The presumption is that the LEVIATHAN will be docked at the Norfolk navy yard for final painting.

For the trip down to the repair yard, the LEVIATHAN was insured for $4,000,000 the American market absorbing $2,200,000. About 125 companies formed a pool to carry the American proportion of the risk. The rate was one fourth of 1 per cent or $10,000. For coverage during repairs, a $6,000,000 policy is asked, the American market to absorb $2,765,000.

Assigned Shipping Board Vessels

HICKMAN, 7323 tons, assigned Tampa Inter-Ocean Steamship Co., Tampa, Fla., managing agent. Jacksonville-Rotterdam-Antwerp-London service.

WEST JAFFREY, 8533 tons, assigned Wessel, Duval & Co., New York, managing agent. West coast South American service.

WEST IMBODEN, 8635 tons, assigned Trosdal, Plant & LaFonta, New Orleans, managing agent. Jacksonville-Savannah-Charleston Liverpool service.

JALAPA, 9407 tons, assigned United American Lines, Inc., New York, managing agent. New York-Dutch East Indies service.

HEFFRON, 8822 tons, assigned Tampa Inter-Ocean Steamship Co., Tampa, Fla., managing agent, Gulf-Far East service.

EGREMONT, 9958 tons, assigned to Kerr Steamship Co., Inc., New York, managing agent. New York-India service.

MASUDA, 7495 tons, assigned Trosdal, Plant & LaFonta, New Orleans, managing agent. South Atlantic-Liverpool-Manchester service.

WEST JAPPO, 8747 tons, assigned Swayne & Hoyt, San Francisco, managing agent. Pacific Coast-East Coast South America service.

WEST IVIS, 8766 tons, assigned Page & Jones, Mobile, Ala., managing agent. Pensacola-Mobile-Rotterdam-Antwerp service.

LUXPALILE, 7825 tons, assigned Mallory Transport Lines, Inc., Baltimore, managing agent. Baltimore-Spanish Mediterranean-West coast Italy service.

WEKIKA, 5740 tons, assigned J. H. Winchester & Co., Inc., New York, managing agent, New York-Bristol service.

KENOWIS, 7840 tons, assigned Mississippi Shipping Co., New Orleans, managing agent. Gulf-East coast South America service.

Generated on 2024-07-27 04:18 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Yard Orders Total $15,000,000

Aggregate of New Business Since Jan. 1 Is Sizable and $40,000,000 More Is in Prospect—Repairs Active

NEW work contracted for by American shipyards since the beginning of the year is estimated at $15,000,000 and in addition $40,000,000 in shipbuilding is reported to be about ready to let. While none of the work now under way would indicate the industry is particularly active, shipbuilding is far from the stagnation many have charged.

The shipbuilding industry is far more stable than it has been in several months. The American Bureau of Shipping's figures on shipbuilding paint the least cheerful phase of the present picture. This is that only 139,795 gross tons were building in the United States on March 1. Of this the important contracts were held by the Bethlehem Shipbuilding Corp., Ltd., the Federal Shipbuilding Co., the Merchant Shipbuilding Corp., the New York Shipbuilding Corp., the Pusey & Jones Co. and the Sun Shipbuilding Co.

Generally it is well known a number of new contracts are about to come out, but these are being held up. The delay is not due entirely to the discussion of subsidy legislation but more particularly to the delay in the resumption of international commerce and in general business betterment. Without cargoes to move, the steamship companies are slow to have new ships built. Furthermore the government owns a large idle fleet which, it is believed, will be sold sooner or later and naturally the steamship operators are not adverse to picking up bargains. A. H. Bull & Co. have purchased from the shipping board two of the lake type of steel ships at a price said to be less than $23 a deadweight ton. In view of the fact more idle shipyards have entered the repair field, the facilities for this work are far in excess of the actual demand. On shipping board repair work in and around New York harbor bids today are about 50 per cent of the peak prices of 1920. The decline in wages and the decline in cost of material has been between 25 and 30 per cent. The shipping board places approximately $1,000,000 worth of repair jobs monthly, of which over one-half go to repair yards in the New York district.

Only in occasional instances have jobs gone at prices below cost. One known repair bid was for $60 on the docking of a ship and the replacing of a plate, for which the docking alone cost $100.

Repairs were made on the shipping board passenger vessel GRANITE STATE which will represent an outlay of some $150,000. Temporary repairs were made on this vessel by the New York Harbor Drydock Co., but the more permanent repairs call for the installation of additional passenger quarters. Similar repairs are to be made on one or two other of the board's transatlantic liners.

The Bethlehem Shipbuilding Corp. has obtained a contract to build three car floats for the Lehigh Valley railroad at a cost of $256,000. It is reported the New England Oil Refining Co. contemplates 15 tankers to operate to Venezuelan ports. The Tebo Yacht Basin plant of the Todd Shipyards Corp. has taken a contract to build a 129-foot yacht for Merrill B. Mills, Detroit, after the design of Cox & Stevens. This yacht will be diesel-engined. The department of plants and structures of New York City is asking for bids on three steel diesel-electric driven ferry boats for service between Manhattan and Staten island.

Among the other work reported is the proposed conversion of the Standard Oil tanker L. J. DRAKE from turbine to reciprocating engines. Contract also has been placed with the Charles E. Ward Engineering Co., Charleston, W. Va., for constructing a steel side wheel car ferry for the Missouri & Illinois railroad.

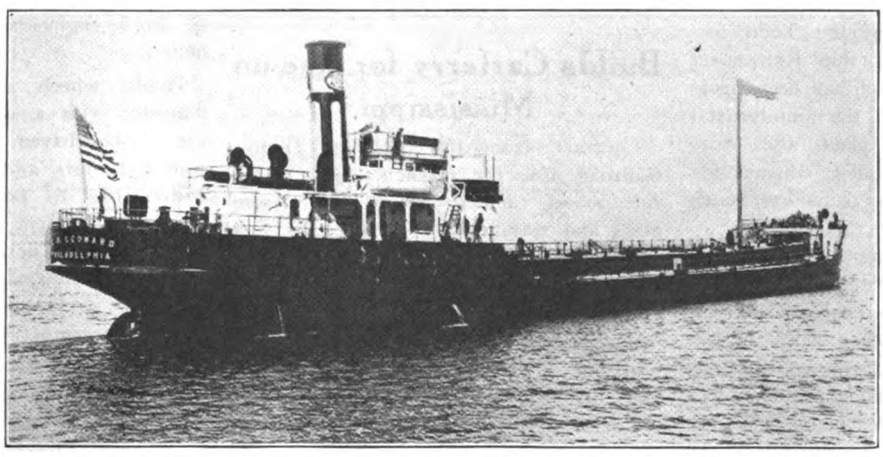
Receivers have been named for the Standard Shipbuilding Corp., which has a plant on Staten island, New York. This plant was established in 1916.

Award Contract for Auxiliary Schooner

The Bethlehem Shipbuilding Corp., Ltd., has received a contract from H. J. Gielow, Inc., naval architect, New York, for building a steel auxiliary schooner. The vessel is to be driven by a diesel engine of 180 horsepower The length over all will be 160 feet, beam molded 30 feet and draft 15 feet 3 inches. Deck machinery will be independent and electrically driven. The schooner will be equipped with wireless apparatus. This vessel is to be constructed at the Harlan plant, Wilmington, Del., of the Bethlehem corporation. Delivery will be made some time early in the fall of this year.

New Tanker Is Added to Oil Refinery Fleet

Another vessel has been added to the Atlantic Refining Co.'s fleet, the turbine driven single screw tanker R. D. LEONARD, recently being delivered by the Harlan plant at Wilmington, Del., of the Bethlehem Shipbuilding Corp. Ltd., The total carrying capacity is about 2640 tons deadweight on a mean draft of 17 feet 1⅞ inches, with an oil cargo capacity of about 2450 tons. The principal features of the vessel are: Length overall, 276 feet 10 inches; length between perpendiculars, 266 feet; beam molded, 39 feet; depth molded, 20 feet; turbine engine, two Babcock & Wilcox boilers; oil fuel and 9.68 knots per hour. The propelling machinery consists of a single De Laval steam turbine, with double reduction gears, capable of developing 750 horsepower normal at 95 revolutions per minute, and 900 shaft horsepower



SINGLE SCREW, TURBINE DRIVEN TANKER R. D. LEONARD

Generated on 2024-07-27 04:18 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

maximum at about 101 revolutions per minute. The Bethlehem-Dahl mechanical oil-burning system is installed, operating under either natural or forced draft. The oil pumping machinery consists of two vertical duplex compound cargo pumps, 7 x 12 x 10 x 12-inch stroke; fuel oil transfer pump, horizontal duplex type, 6 x 6¾ x 6-inch stroke; and two fuel oil service pumps, horizontal duplex type, 4½ x 2¾ x 4-inch stroke. Main feed pumps and general service pumps are both vertical simplex, 10 x 6 x 18-inch stroke.

The deck machinery was built at the Moore plant of the Bethlehem corporation at Elizabeth, N. J., and consists of a 7 x 7-inch spring quadrant type steering gear with horizontal engines; an 8¼ x 8-inch spur-gear windlass; and a 6¼ x 8-inch steam self-contained gypsy capstan.

The port of Portland, Oreg., has approved plans and specifications for a new transit shed, 188 x 500 feet.

Build Electric Ferry

Construction has begun at the James Robertson shipyards, Alameda, Cal., of a new type of automobile ferry boat for the Golden Gate Ferry Co. The boat will be driven by a diesel engine and electric motors.

The engine is of the Werkspoor type with 525 brake horsepower in each of the two units. The driving motors are being especially built by the General Electric Co. and are of the marine type used by the United States navy. Each motor registers 750 horsepower and is direct-connected to the propellers. The Werkspoor engines are being built by the Pacific Diesel Engine Co., Oakland, Cal.

This power plant is designed to operate a 220-foot automobile ferry boat at a speed of 12 knots. She will carry approximately 100 automobiles and is going into service between Sausalito and San Francisco. Aven J. Hanford, president of the Golden Gate Ferry Co., has been operating the Rodeo-Vallejo Ferry Co. for the past four years and expects excellent results from the new boat.

To Build Diesel Yacht

Contract for construction of a steel diesel engined yacht recently was awarded the Tebo yacht plant of the Todd Shipyards Corp., New York. The yacht is being built to the designs of Cox & Stevens for Merrill B. Mills. Detroit. Her measurements are: 129 feet overall length, 23 feet beam, and 6 feet, 6 inches draft. The main propelling machinery will consist of two diesel type, 6-cylinder, 4-cycle Winton engines, each developing 225 brake horsepower.

The work of converting the auxiliary schooner yacht ALCYONE to diesel electric propulsion rapidly is being completed at the same yard. This vessel, owned by Henry W. Putnam, is equipped with Winton-diesel engines and Westinghouse electric equipment.

Pacific Yard To Build Big Freighters

REPORTS from San Francisco state that the Bethlehem Shipbuilding Corp. has contracts for building two 20,000-ton steel ore carriers to freight ore from South America to the Bethlehem Atlantic plants. The keel of the first vessel will be laid at San Francisco during April.

Resumption of active ship construction in the near future was predicted by William H. Todd, president of the Todd corporation, during a recent visit to the plants at Tacoma and Seattle. Mr. Todd again denied that the Tacoma shipyard was to be sold. He stated that while no contracts for new construction have been closed, considerable inquiry for large motorships has developed and several operating companies have this class of vessel under consideration.

The Tacoma yard of the Todd corporation built the motorship KENNECOTT last year and this vessel has been operated successfully on the intercoastal route. At the same plant, the large navy scout cruisers under construction are being completed as sufficient funds are now available for this purpose.

At the Seattle plant of Todd Dry Docks, Inc., the freighter SANTA CRUZ recently underwent extensive overhaul and repairs. Much other work is under way including a large contract on the damaged British freighter NARENTA for which the Seattle plant was the successful bidder at a figure of $115,000.

The wood shipbuilding plant of the Patterson-MacDonald Shipbuilding Co., Seattle, is under option to the Western Pipe & Steel Co., San Francisco, with the expectation that it will be converted into a steel and iron pipe factory. It is reported that an initial payment of $140,000 has been paid. The San Francisco firm is actively bidding for pipe business in the Pacific Northwest territory and acquirement of the Seattle plant is expected to result in the production of sufficient finished material to supply Washington, Alaska, Idaho and Montana. The Patterson-MacDonald yard has been closed for about two years following the completion of a fleet of auxiliary powered wooden vessels for the Australian government and private owners.

Builds Carferry for Use on Mississippi

Contract from the Missouri Illinois Railroad Co. for constructing a steel, side wheel carferry to be built from plans and specifications prepared by Cox & Stevens, has been received by the Charles Ward Engineering Works, Charleston, W. Va. The vessel will operate on the Mississippi river near St. Genevieve, Mo., between Kellogg, Ill., and Little Rock, Mo. Dimensions of the ferry are: length over all, 285 feet; breadth of hull, 54 feet; breadth over guards, 86 feet, and depth of hull, 11 feet.

The hull is to be steel and of the modified scow type. The ferry is to be of the 3-track type, designed to carry 10 loaded cars of 82 tons each on a draft not to exceed 5 feet. In addition, it is to be sufficiently strong to permit carrying on the center track a locomotive of 160 tons.

A continuous plate girder runs the full depth of the hull under each track. Ten transverse bulkheads, together with the disposition of shapes and plates entering into the hull proper, form a strong and rigid structure. This ferry is designed only for a short haul, so that first cost and maintenance charges were considered of greater importance than the maximum economy when under way, which resulted in the choice of simple engines and modified river type boilers.

Paddle wheels are to be 28 feet in diameter with a width of 12 feet and are to be driven by engines with 22-foot cylinders and 8-foot stroke. Six boilers are to be each 44 inches in diameter, 26 feet long, having ten 6-inch flues and designed for 200 pounds pressure. Boilers and engines are to be on the deck and housed for protection from the weather.

The Williams Steamship Co., operating out of Portland, Oreg., has opened an office at Cleveland.

Generated on 2024-07-27 04:18 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Adapt Ocean Trawler to Lakes

Fishing Vessel Being Rebuilt and Fitted in Maine for Freight and Passenger Service Out of Chicago—Will Carry Fruit

DESIGNED and started in construction as an ocean going steel trawler, a vessel now on the ways of the Rice Co., located at Boothbay Harbor, Me., is being completed as a freight and passenger steamer for operation by the Benton Transit Co., Benton Harbor, Mich. The vessel, as yet unnamed, is the first American passenger ship built on the Atlantic coast for ocean service to be used in Great Lakes commerce in many years, it is claimed. She will ply between Chicago and Benton Harbor.

Through the Chicago Steamboat Exchange, 350 North Clark street, Chicago, the Benton Transit Co., of which Fred A. Hobbs is general manager, purchased the hull of one of four fish trawlers originally contracted for by a New York company. She was redesigned and adapted for the purpose of the Benton company and will be engined and fitted by Chicago, Benton Harbor and other midwestern merchants and manufacturers.

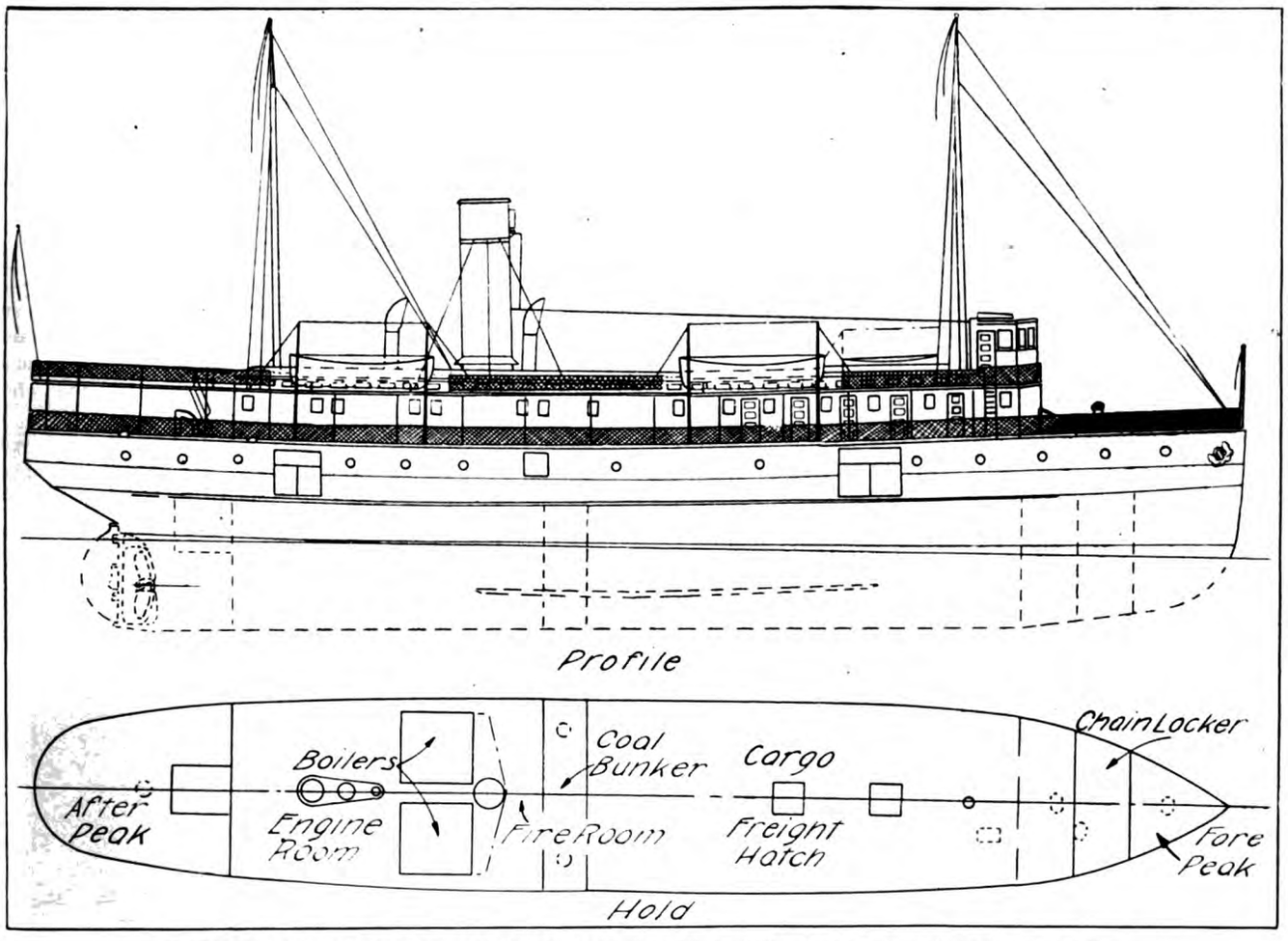
The ship is to be taken from Boothbay Harbor to Benton Harbor by way of the St. Lawrence river in May and will be ready for service about June 1. She will replace the wooden steamer FRANK WOODS as the flagship of the line and is scheduled to make six round trips weekly.

As redesigned, the steamer will have space for 350 tons of cargo and accommodations for 100 passengers.

A saloon deck and a boat deck will be above the main deck. The main deck, with the exception of quarters aft for the engine crew, will be cleared to carry package freight, particularly fruit.

Accommodations for the crew will be forward on the saloon deck and these will be equipped with every comfort. The large galley, pantry and dining saloon will be forward on this deck. Just aft of this space and separated by partitions and passage ways will be a comfortable saloon for passengers. Sixteen staterooms for passengers and one large room for the purser will open into the saloon. Each stateroom will have a double lower and a single upper berth. Electric lights and running cold water will be installed. A mechanical purifying apparatus will be provided to furnish all water for drinking and culinary purposes.

The vessel will be 152 feet 6 inches over all in length, 24 feet beam at water line and 30 feet over sponsons with 14 feet depth. Bilge keels about 50 feet long and of 10-inch plate will reduce any rolling tendency. There will be eight bulkheads, six of them watertight. A large water ballast compartment forward will have steel intercostals worked in which will give extra stiffness to the bow. This will



SECTION AND PLAN VIEW SHOWING HOW TRAWLER WAS ALTERED FOR LAKE SERVICE

Generated on 2024-07-27 04:19 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

be of material advantage when the ship encounters ice during the winter months, for the boat is to be in service the year round.

The main engine was built by the Marine Iron Works, Chicago, and is of the inverted triple-expansion type having cylinders 12¾, 21½, and 35 inches bore with a 24-inch stroke to take steam at 180 pounds pressure and to indicate approximately 550 horsepower at 125 revolutions per minute. The speed of the steamer will be about 14 miles an hour. A surface condenser suitable for salt water service is to be fitted to the main engine columns.

strips. A Dake type steering gear will be provided.

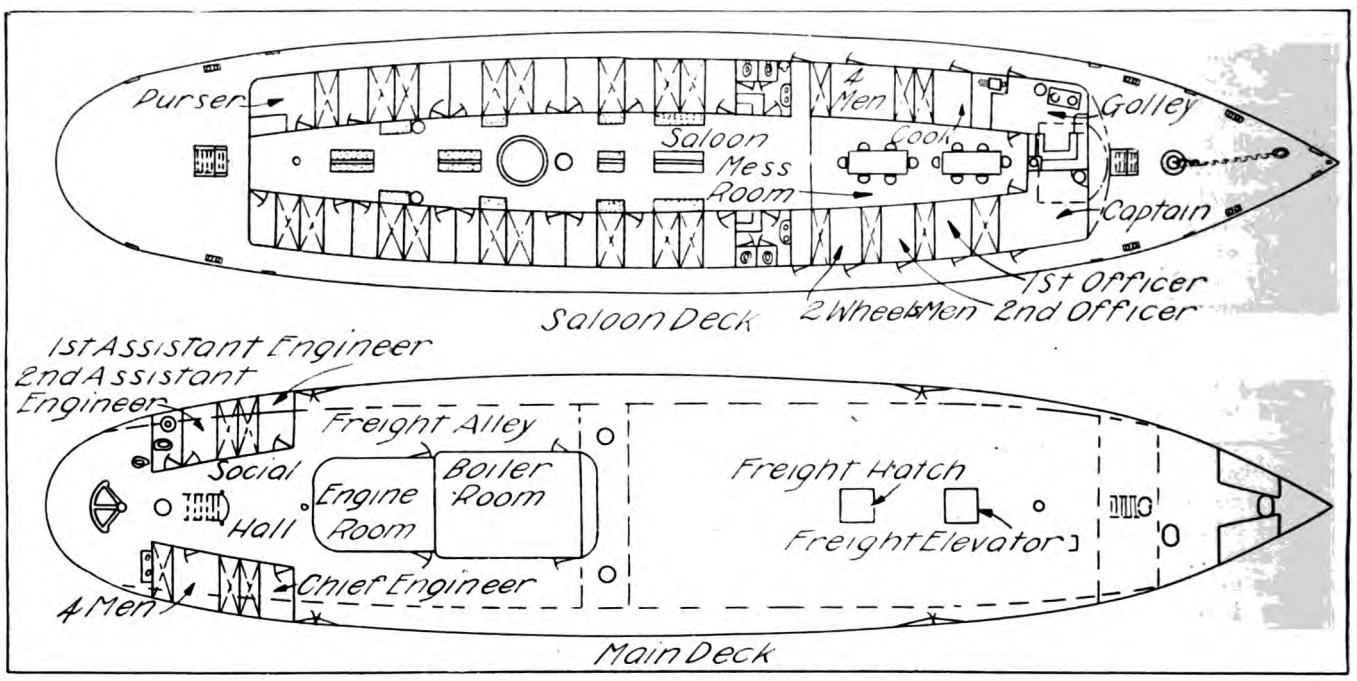
Two Scotch marine boilers 9 feet 6 inches in diameter and 9 feet long will be installed. Each will have two furnaces and 3-inch tubes and will furnish steam at 180 pounds working pressure under natural draft. The boilers will be placed athwart ship in one battery and will have a common smoke stack.

Electric equipment will be made by the Engberg Mfg. Co., St. Joseph, Mich. A generator of 7½ kilowatts capacity at 115 volts, will be direct connected to a vertical steam engine.

tween perpendiculars, 140 feet 3 inches; beam molded, 25 feet, and depth molded, 15 feet 7 inches.

The hull of this vessel was originally commenced as a steam trawler and was purchased in an incomplete condition by the Association of Maryland Pilots. The hull is constructed of steel in excess of Lloyd's requirements, the vessel is flush deck with straight stem and turtleback forward and elliptical stern aft, freeboard being ample and the sheer unusually lively.

A continuous steel deckhouse is on the main deck. The machinery is amidships. There are two pole masts. At



ARRANGEMENT OF PASSENGER AND FREIGHT SPACE ON REDESIGNED LAKE STEAMER

Air and feed pumps will be direct connected to the main engine. Other auxiliaries to be operated independently will be installed for various purposes.

The high pressure cylinder will have piston valves; the low pressure and intermediate cylinders will have double-ported slide valves. The valve gear will be of the Stephenson double-bar link type. A built-up crankshaft and steam reversing gear will be used. Automatic oil feeds and water circulation system are to be fitted.

The rudder will be stepped ocean style and the 4½ inch diameter rudder stock will be so fashioned as to permit the easy removal of the tailshaft which is of 7½ inches diameter. The tailshaft will operate through a horseshoe-type thrust bearing with slip collars. A solid cast iron propeller 8 feet in diameter with four blades will be furnished by the Sheriff Mfg. Co., Milwaukee. Stern bearings will be removable and lined with *lignum vitae*

Maryland Pilots Get New Steam Pilot Boat

The new steam pilot boat MARYLAND, built for the Association of Maryland Pilots, at the Tebo plant of the Todd Shipyards Corp., New York, from designs and specifications of Cox & Stevens, recently had a successful trial trip at sea off New York harbor. The MARYLAND is to be the station vessel off Cape Henry.

On the trial trip were present, Capt. A. D. Sanner, Capt. T. B. Lewis, and others of the Association of Maryland Pilots, several representatives of the Sandy Hook Pilots association, both of New York and New Jersey shipyard representatives and the inspectors for Cox & Stevens, naval architects.

The MARYLAND was designed to be the equal, if not superior, to any other pilot vessel yet built.

Dimensions of the MARYLAND are: length over all, 150 feet; length between perpendiculars, 140 feet 3 inches; beam molded, 25 feet, and depth molded, 15 feet 7 inches.

The hull of this vessel was originally commenced as a steam trawler and was purchased in an incomplete condition by the Association of Maryland Pilots. The hull is constructed of steel in excess of Lloyd's requirements, the vessel is flush deck with straight stem and turtleback forward and elliptical stern aft, freeboard being ample and the sheer unusually lively.

A continuous steel deckhouse is on the main deck. The machinery is amidships. There are two pole masts. At the forward end of the main deckhouse is a pilot house containing the captain's room and navigating room providing enclosed space for those at the wheel in bad weather.

The engine, which is of the compound type, with cylinders 18 inches and 38 inches in diameter with 26-inch stroke and developing about 650 horsepower swings a 9-foot 6-inch propeller and is supplied by steam from a Scotch boiler 14 feet 6 inches x 12 feet, having three furnaces and 2500 square feet of heating surface.

The windlass is of the Hyde type with 4½ x 6-inch engines, wildcats being arranged for 15/16-inch diameter of chain. The circulating pump is of centrifugal type with 6-inch discharge, the feed pump is horizontal duplex type, 7½ x 5 x 10 inches; the donkey pump is of the vertical duplex type, 7½ x 4½ x 8 inches; the fire and bilge pump is of the horizontal duplex type 7½ x 4½ x 8 inches.

Generated on 2024-07-27 04:19 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

British Reduce Rates and Costs

Wage Cuts Lower Operating Expenses — Cheaper Freights Effected — Other Economies Considered

BY CUTHBERT MAUGHAN
Shipping Editor, The Times, London

IN THIS review I propose to invert the usual order in which it has been my privilege in previous articles for MARINE REVIEW to examine the current conditions affecting the three main classes into which shipping may be divided, namely, mail and passenger liners, cargo liners and "tramps" or ordinary cargo steamers. My justification for doing so now is that the ordinary cargo steamers seem to have benefited most from such changes as have taken place during the past three months in commercial conditions.

The ordinary cargo steamers gain most from active commerce and scarcity of shipping, and probably suffer most when trade is quiet and the supply of tonnage exceeds the demand. The ordinary cargo freight market is the most sensitive of all, the one most immediately susceptible to the law of supply and demand. Let there be four merchants needing a steamer, and freights will respond to the excess of the demand over supply. As the corollary, if there be four steamers available and only three prospective charterers, the owners are likely to reduce their freights to the minimum in competition with each other.

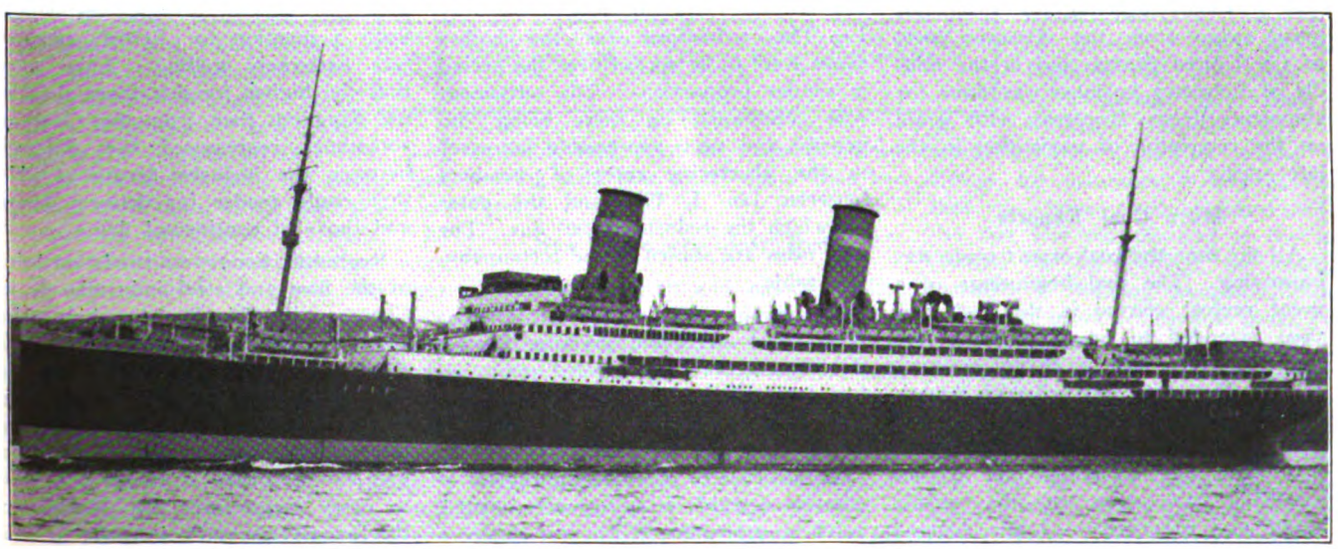
The mail and passenger liners are maintained in service in good times and bad, and the rates of transport are determined for long periods ahead. The cargo liners are maintained as long as any possible losses, through the cost of maintaining them, are not more than their owners can support. It is naturally, therefore, the ordinary cargo steamers, which constitute the great majority of the vessels that are laid up in times of depression. At the beginning of this year there were reported to be 2,500,000 tons gross idle out of a total of nearly 21,500,000 tons gross of British shipping.

Profits in Plate Grain

Considering the large amount of tonnage laid up, it is almost surprising that freight rates have responded, as they have, to some increase in the demand. This seems proof that the rates actually touched bottom last year. Indeed, the fact that so much shipping was laid up shows that the rates which were being offered were quite unremunerative. No large amount of idle tonnage seems yet to have been released, indicating that the effect of the improvement in the demand has been limited. It is quite certain that directly owners see the prospect of profitable employment for more shipping they will bring their idle vessels back to employment and earn freights instead of having to incur the expense involved in the laying up of the ships.

The year opened with a quite considerable amount of activity in the market for grain tonnage from the River Plate, one of the principal freight markets and one of the most sensitive in the world. The freight ruling for some weeks from the up river ports of the Plate to Europe was about 37 shillings 6 pence per ton, which compared with 45 shillings at the beginning of 1921. But last year, the cost of bunker coal fell considerably, and prices of from 24s to 25s a ton ruling in January last compared with prices of from 60s to 70s a year ago. Wages of crews also were reduced to some extent last spring, and, taking everything into account owners had no great reason to be dissatisfied with the rates secured in this market in January. They were not, however, maintained for a long period.

In February the maximum freight was no more than about 32s 6d per ton. Still, owners were more or less satisfied, especially as there were outward cargoes of coal to be had at about 14s a ton, making a total freight for the round voyage of about 46s 6d. At the beginning of March the rate fell further. Owners had been encouraged to accept outward cargoes in the hope of earning remunerative freights homeward. By the middle of March, merchants were not offering more than about 22s 6d, whereas owners thought they ought to receive at least 27s 6d a ton. A deadlock ensued and was encouraged, no doubt, by the belief that prices for the grain



ITALIAN PASSENGER LINER CONTE ROSSO JUST LAUNCHED AT BEARDMORE YARD, SCOTLAND. SHE WILL OPERATE IN TRANSATLANTIC SERVICE

Generated on 2024-07-27 04:19 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

in Argentina were too high. The lack of profitable employment homeward had the result of driving up the outward freights for coal and rates of about 16s 6d per ton were quoted, as compared with a minimum of 13s 6d accepted when the homeward demand for tonnage was keen. As showing that even then the freight market conditions revealed some improvement, it may be remembered that in the autumn a homeward freight as low as 18s 9d per ton had been accepted.

Although the Argentine is undoubtedly one of the chief freight markets for British owners, if not the principal one, there has been a considerable amount of chartering for other trades. Australia has secured a good deal of tonnage for the transport of the wheat crop at freights of about 50s a ton to Europe. In this case, owners often would try to secure outward cargoes of coal for Eastern ports, the homeward freight alone not being considered sufficient to bear the cost of the long round voyage. Then there has been more activity than for some time past in sugar freights from Cuba. Shippers of rice from Burmah frequently have been in the market, and in March the chartering of space for nitrate shipments from Chile was resumed. This revival mainly took the form of booking space for parcels of nitrate of from 1000 to 4000 tons each in the regular liners. Merchants secured space on the basis of about 25s per ton for shipments in the last quarter of the year, thus expressing a belief that, in the meantime, freights were likely to advance. There were also inquiries in the market for shipments in the early summer months, by steamers at lower rates, and also for sailing ship tonnage in the middle of the summer. Thoughout the quarter, there was a steady demand for space for grain cargo from the Atlantic ports of the United States, and in the middle of February business was done for shipments from Montreal with grain on the reopening of navigation in the late spring.

More Coal Exports

All the time the coal export trade was improving. The real beginnings of a great revival started in the East and then extended to South America and the Continent, where many consumers had been well supplied with American or German coal. In the prewar days, the demand from France and Italy had accounted for a considerable proportion of the export trade, and the revival of this demand was extremely welcome to the coal industry, although it meant comparatively short voyages for shipping. One effect of this revival was a demand for small-sized steamers on time charter suitable for the short distant trades.

Generally, a review of the conditions in the ordinary freight market during the first quarter suggested that there really has been more employment for cargo steamers. Subject to the ability of the ports to deal with the traffic, a large export coal business was done and in all directions there seemed to be an increased need of tonnage to bring foodstuffs and raw materials to the United Kingdom from the producing countries. The ore traffic from the Mediterranean ports was one in which there was more activity.

Reductions in wages have been effected by the owners of ordinary cargo steamers as well as of cargo liners and mail and passenger ships. As the result of negotiations between the employers and the employes conducted by a joint committee set up by the National Maritime board, reductions in pay for all ranks and ratings on board the ship were agreed to on Jan. 25. It was then arranged that, in the case of foreign-going vessels, the wages of sailors, firemen, stewards, etc., should be reduced by £2 per month, with proportionate reductions in the case of navigating and engineer officers ranging from somewhat less than 10 per cent for senior officers to, roughly, 25 per cent in the case of fourth and fifth mates, and engineers. Further, in order to meet any cases of hardship, the shipowners agreed that the total reduction for all ranks and ratings should take place in two instalments, on March 1 and May 1 respectively. In the case of sailors, firemen and stewards reductions of £1 10s were to be made on March 1 and 10s per month on May 1. The reductions for the higher ranks were to be spread over the period in similar proportions. The settlement was conditional on there being "no general and very appreciable increase" in the chartering rates of steamers between Jan. 1, 1922 and the dates on which the reductions fell due. The new rates are shown in the accompanying table.

The shipowners, it is known, felt that they could not avoid pressing for reductions, actual cuts agreed upon being substantially less than those they had originally proposed. It was obvious that one of the needs of the time, in order to promote the revival of commerce which is so urgently needed, is cheap transport. That can be provided only if working costs are reduced to the minimum. The cost of coal and ships' stores already had been reduced notably. There remained the cost of wages and of expenses in port which owners, together with merchants have lately been tackling seriously. At the annual meeting, on Feb. 24, of the Chamber of Shipping of the United Kingdom, Sir Frederick Lewis, the incoming president, stated there were then about 30,000 officers and men of the British mercantile marine out of employment. To do their utmost to get these men back into employment was an obvious duty on the part of the owners, and they could only hope to do so by lowering their costs and so offering transport service at the lowest rates possible.

Lower Continental Rates

Managers of cargo liners stand like the owners of the ordinary cargo steamers to benefit from the lower working costs at sea. They have found however, that continental ownerships and especially German companies, could operate at even lower costs. British shipping companies were placed in an extremely difficult position as a result. They had in the years before the war loaded at continental ports and, after the war, when great damage had been done through the German warfare at sea to the British mercantile marine, they naturally wished to regain their place there, if not to improve it. German and other companies, in order, no doubt, to assist in the revival of the commerce of their countries and also to try to regain their own trades, reduced their freight rates. British companies had no alternative, than to reduce their rates to the same level. This meant that cargo has been frequently carried from continental ports at lower freights than from the United Kingdom to the same or similar distant destinations. Such a position for British exporters was extremely galling. They found that the higher freights from the United Kingdom than from the Continent sometimes represented the difference between the inclusive terms at which they could tender for delivery abroad and those of continental firms.

Representations were made on behalf of the iron and steel industries to the Chamber of Shipping on this subject and received full consideration. The shipowners' attitude was, however, that they could not afford to reduce all their freights from the United Kingdom to the continental level. It was bad enough, they contended, to have to carry cargo from the Continent at the low foreign rates, in order to maintain their position in the trade, but if they were to reduce all their United

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Kingdom rates to the same level, their losses would be tremendous. The shipowners suggested that there was one direction in which the merchants might help in the general interest by pressing for reductions in the port charges.

Show Port Dues Still High

A detailed return had been prepared by the Chamber of Shipping showing that, with only one or two exceptions, the port dues in the United Kingdom still were from 110 to 150 per cent higher than before the war. On the other hand, the time charter rate for ordinary steam tonnage, at 5s per ton deadweight per month, had fallen to the 1913 figure. The Federation of British Industries interested itself in the matter. It showed in February how coal had fallen in price, how finished steel prices were about 50 per cent and other steel prices 30 per cent or less, above the prewar prices, how many essential foodstuffs were being sold at prices not above 50 per cent over the prewar level, and how wool actually was being sold at below the prewar level. It strongly pressed for a reduction of the port dues. The port authorities have of course their own problems requiring solution. Among the chief of these is that heavy standing expenses of the ports have to be met. The volume of trade passing through the ports had fallen so severely that the cost of meeting the charges, when spread over the comparatively small traffic, was unduly large. If the trade were to increase, then the cost of the charges spread over the larger traffic, as represented by more ships and a greater tonnage of cargo, would be proportionally less. The question was how this increased traffic could be brought about. The shipowners and the merchants suggested that the port authorities should take the plunge and reduce their rates, in the hope that such reductions would encourage trade. The port authorities replied that these were counsels of perfection, and that they could hardly afford to take the risk. At the time of writing the question of how to secure lower port charges is still not completely solved. A beginning has, however, been made with an agreement concluded in the middle of March for a reduction of the port workers' minimum wages, as a result of conferences between employers and employes. To some extent the cargo liners benefited from the improvement of the demand for tonnage which has already been noted, but their vessels, being confined to regular routes, they are often not able to take full advantage of any sudden demand which may spring up in a particular trade. Unfortunately, the cargo liners have, as a rule, been leaving the United Kingdom with their cargo space only partly filled. The manager of a cargo liner company, when asked if his company had not felt the effect of better trade, would probably reply that the ships had been leaving with less empty space than before.

British Shipping Index

PRICES OF REPRESENTATIVE SHIPPING SECURITIES IN FIRST QUARTER OF 1922

Securities	Highest £ s d	Lowest £ s d
Cunard £1 shares....	1 0 0 (Feb. 22)	0 17 0 (Feb. 9)
Furness, Withy £1 shares	1 8 3 (Feb. 23)	1 2 9 (Feb. 13)
P. & O. deferred £100 stock	339 0 0 (Feb. 23)	271 0 0 (Feb. 7)
Royal Mail S. P. C. £100 stock	89 0 0 (Feb. 27)	82 0 0 (Jan. 26)

SHIP CONSTRUCTION IN UNITED KINGDOM, FIRST QUARTER, 1922

	Gross tons
Tonnage launched	334,352
Tonnage commenced.....	49,000
*Tonnage building March 31....	2,235,998

*Nominal figure, includes 617,000 tons of construction suspended.

SHIP MANAGEMENT FACTS, FIRST QUARTER, 1922

	Highest £ s d	Lowest £ s d
Time Charter Rate: Ordinary British steamers per ton deadweight per month	0 5 0	0 4 6
Voyage Rates:		
Plate-United Kingdom grain, per ton....	1 17 6	1 2 6
Australia-United Kingdom grain, per ton	2 12 6	2 8 9
Cuba-United Kingdom sugar, per ton....	$6.50	$5.75
Chile-United Kingdom-Continent nitrate, per ton	1 5 0	1 1 6
Fuel		
Coals: Best Welsh large S. Wales, per ton.	1 7 6	1 4 0
Oil: Per ton at Suez.....	4 2 6	3 17 6
Wages:		
A. B. seamen, per month.....	12 0 0	10 10 0*
Boatswains, per month.....	13 10 0	12 0 0
Firemen, per month	12 10 0	11 0 0*
Assistant stewards, per month.....	11 5 0	9 15 0*

*By agreement between the representatives of the employers and employes concluded on Jan. 25, these rates came into operation as from March 1 and were to continue in force until April 30. As from May 1, they were to be subject to a reduction of 10s per month, with a proviso that the chartering rates on the dates named should not show any "general and very appreciable increase."

New Ships on Liner Runs

As regards mail and passenger liners, developments have been promised in the North Atlantic trade for the coming season. A number of new liners for the Cunard company are to be put into the route, principally, in the trades between Liverpool and Quebec and Montreal. The availability of the new ships has made possible a development of the trade between Southampton and Canada. All the new vessels have been designed for burning oil fuel, a system which has notable advantages as regards cleanliness, although as far as comparative costs of fuel are concerned, coal now has the advantage.

The MAURETANIA which is advertised as the fastest liner in the world, now has been adapted to burning oil fuel. The White Star line has secured the HOMERIC, of 35,000 tons, which is being employed with the OLYMPIC in the Southampton and New York service. Early in May, the MAJESTIC, 56,000 tons, the largest vessel in the world, is to make her appearance in this trade. The Canadian Pacific will have three new ships in the transatlantic service this season and intends to develop the trade between Southampton and Montreal. The Royal Mail Steam Packet Co. has now established a transatlantic service with vessels which were originally employed in the route between the United Kingdom and the West Coast of South America and is to reinforce the service with three vessels of the Lamport & Holt line, including the new liner VANDYCK, of 13,000 tons. The services of the United States lines and the United American lines, including new American ships and ex-German vessels, are being watched with much interest. Altogether, there will be greater facilities for passengers in the North Atlantic route than since the war. They promise, in fact, to be greater than they have ever been. The Peninsular & Oriental Steam Navigation Co. expects to have four new mail liners in its Far Eastern service during the year. The Commonwealth Government line is placing four large passenger and cargo vessels in the Australian trade. Shipping managers realize that if advantage is to be taken of all the new facilities that are being provided passage rates must be reduced. Happily they are promised lower working costs; the charge for insurance is one of those that has been much reduced within the last few months and if the port charges can be lowered, the working expenses of shipping companies should rest on a quite reasonable basis.

The essential difference between the financial positions of the liner and ordinary cargo steamship companies is illustrated by the new issues of debenture bonds that have been made this year by liner companies. Companies which have announced such issues include the Union Castle, the Clan Line, the African Steamship Co., the P. & O., and Lamport & Holt,

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Ltd. Of these the only one which has not been interested, to any large extent, in the passenger business is the Clan line, and this large company has secured in recent years control of a number of other ocean shipping enterprises.

The ostensible reason for the issue of the new stocks is, mainly, the cost of new tonnage. The liner companies did not sell their ships, like the cargo steamship ownerships, at the high prices of the war period. Even the comparatively large sums they received under insurance schemes for ships sunk during the war were not found adequate to pay for new vessels built at the high prices which have lately ruled. The Cunard Steamship Co. was exceptional in putting in hand the large shipbuilding program immediately after the war. Most of the other companies reserved new construction until the circumstances were considered more auspicious.

The management of the P. & O. company may be considered as good judges as any of shipping and shipbuilding conditions, and it is notable that in its new prospectus of debentures, the company stated that the proceeds would be applied to the general purposes of the company, and more especially, to the construction of new vessels, "when prices come down to an economic figure, to replace those destroyed by enemy action during the war, and to build others to meet the growing requirements of the company's business." The P. & O. company has long had a reputation for conservative finance, a policy which for many years was rigorously enforced by the late chairman, Sir Thomas Sutherland.

Writing Down Values

This reputation was confirmed in the recent prospectus which shed light on the interesting method adopted of valuing the fleet. The company stated that ships delivered or being built during the period of high prices had been valued at prewar costs, and in the case of such ships as had been delivered, allowance for depreciation had been made on the basis of 5 per cent per year. Vessels built before the war at the comparatively low prices which then obtained and were less than 20 years old, had been valued at cost price, less 5 per cent annually for depreciation. Ships of a greater age than 20 years had been taken at only £1000 apiece. This class included some passenger liners of between 7000 and 8000 tons gross which still are in service. A company which pursues a drastic policy of this kind should be well able to hold its own in competitive services and under any circumstances.

Toward the end of February there was issued the report of its chairman, Lord Inchcape, on his sales of the ex-German ships allotted by the reparation commission to the United Kingdom on account of ships sunk during the war. The total number of vessels of all classes disposed of by Lord Inchcape was 418 for a total sum of £20,076,216, at a cost of a little over one-eighth of a pound sterling per £100.

The New Bills of Lading

On the whole, the British shipping industry during the first quarter of the year seems to have been preparing, as the president of the Chamber of Shipping suggested at the annual meeting, to take advantage of any improvement in oversea commerce, and, further, has probably, by making itself more efficient, done much to stimulate a revival of trade. The full effects of any such revival have yet to be felt.

During the quarter the terms of the international code agreed at The Hague last autumn and known as the Hague rules, 1921, have been applied to bills of lading in many trades. I know that there is a strong body of opinion in the United States, which not unnaturally, considers that the existing American legislation respecting bills of lading is superior to the Hague rules, but in the United Kingdom the application of the Hague Rules to bills of lading represents a long step forward toward the removal of all the difficulties which have from time to time cropped up between shipowners and their supporters. After all, shipowners and exporters have their common interest in the development of co-operation. The advantage of co-operation can be secured, as Sir Frederick Lewis has pointed out, by the shipowning industries of various countries, and the difficulties of shipowners in the United Kingdom have made them sensible of the particular problems in the United States.

In his address, Sir Frederick Lewis suggested that there is ample evidence on record which should be sufficient to assure the United States of the friendly intentions of British shipping managers toward its merchant marine, and of the readiness of British shipowners to work with the American shipowners in co-operation. Surely, he added, the two maritime nations could pull together to their own advantage, as well as to the advantage of merchants and producers throughout the world, and the overwhelming mass of consumers.

British Favor Acceptance of U. S. Tax Offer

The Chamber of Shipping of the United Kingdom has gone on record strongly recommending that the British government act on the offer contained in the United States revenue act of last year which provides that the American earnings of British shipping companies will be exempt from taxation if reciprocal privileges are granted covering British earnings of American shipping interests. In his presidential address before the Chamber of Shipping, Sir Frederick Lewis declared that a great boon would be conferred on the world's shipping if this principle were to be extended universally, and he expressed his belief that such an arrangement would not be found to be detrimental to the general interests of Great Britain.

The principle of taxation of shipping by various countries has been much developed in recent years, in view of the general need of money, and it is now assuming serious proportions and involving various complications, said Sir Frederick.

Companies which pay their taxation in British colonies are permitted a rebate in respect of taxation in the United Kingdom up to a maximum of half the standard rates. The practice of some countries of assuming that a fixed percentage of the receipts taken at their ports represents profit and may be assessed for taxation is, while not always accurate in its working, at any rate comparatively simple. It would not be practicable to wipe out the whole system of international shipping taxation at once; but British shipping managers would like to see a beginning made, at any rate, with the acceptance of the American offer.

A large oil tank steamer which is being completed in the Neptune shipyard of Swan, Hunter & Wigham Richardson Ltd., at Newcastle-on-Tyne to the order of the British Tanker Co. Ltd., London, was launched there recently. The vessel is 455 feet in length, 57 feet beam and is designed to carry over 10,000 tons of oil. The propelling machinery consists of a set of double reduction geared turbines of the Metropolitan-Vickers Rateau type, supplied with steam by three large boilers fitted with Howden's forced draft and burning oil fuel on the Wallsend-Howden system. The principal engine room auxiliaries are electrically driven. The machinery is of sufficient power to propel the vessel at a speed of about 11 knots on service. The vessel was named BRITISH GRENADIER.

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

British Threaten To Retaliate

Shipowners at Annual Meeting Ask Government To Head Off President Harding's Plan—Want To Retain Philippine Trade

A STRONGLY pro-British note was struck at the annual meeting of the Chamber of Shipping of the United Kingdom which was held in London recently. A resolution aimed directly at the legislation proposed by President Harding to protect the American merchant marine was passed unanimously. The resolution, which was introduced by Sir Kenneth Anderson, is as follows:

"That his Majesty's government be urged to direct the attention of the foreign governments who have recently adopted or threatened measures of flag discrimination to the prejudicial reaction of such measures on the trade of the world, and to the unreasonableness of expecting a continuance of the free navigation and equal trading rights hitherto accorded by the British Empire in the face of measures hurtful to its shipping."

While in the discussion the only foreign nation specifically mentioned was Germany, it is well understood in shipping circles in Great Britain that the members of the Chamber of Shipping are considerably aroused over the possible detrimental effect of the Harding policies on British shipping. The prospect of including the Philippines in the coastwise law is particularly objected to and before the law is declared in force it will undoubtedly be attacked by the British government through diplomatic channels. The legal department of the foreign office is understood now to be working on the case and to be compiling a mass of precedents going to show that the inclusion of such a far-flung possession as the Philippines in a coastwise act is contrary to international law. It is even believed in London that if the British government is unable to defeat such an extension of the coastwise act diplomatically, it will be inclined to propose similar restrictions to trade between certain portions of the British Empire.

Free Trade Advocated

Commenting on the situation, Sir Kenneth Anderson said:

"It is an amazing paradox that today when the world is loudly professing to have learned by painful experiences the lesson of its interdependence, and that the prosperity of one section cannot be attained by the ruin of the rest, we in the Chamber of Shipping should have before us a resolution deprecating preferential discrimination in the treatment accorded by any government to its own national shipping.

"It is imperative that we should with all possible emphasis, enter our protest and reaffirm our conviction that, not only in the interests of British shipowners, but in the interests of all shipowners, and also in the interests of the whole worldwide community, irrespective of nationality, trade or occupation, such a policy must prove ultimately injurious. Now more perhaps than ever before, it is the first essential of the world's well doing that its various ports should enjoy absolute freedom in the exchange

SIR FREDERICK WILLIAM LEWIS

Who has been elected president of the Chamber of Shipping of the United Kingdom. He is chairman of Furness, Withy & Co., Ltd., and of 20 associated shipping and insurance companies

of those goods and services which each part can most advantageously and, therefore, most abundantly produce. You can not have cheapness without freedom, and without cheapness you can not have either abundance or the demand which springs from it.

"Discrimination in the treatment of shipping must increase the cost of ocean transport, for a vast proportion of the world's trade is the sole means of exchange, and by increasing the cost of transport you increase the cost and reduce the supply of the commodities transported. It may be true on a narrow view, that discrimination, if effective —and all discrimination however small and insiduous in its beginnings, tends to become absolute prohibition—would constitute for the national tonnage thus favored in their home ports a solid advantage, but this is on the assumption that they will continue as before to enjoy freedom to trade in the ports of other countries. That is a very large assumption for it is plainly inconceivable that other countries should maintain an attitude of passive and philosophical acquiescence in the face of treatment which could not be considered as otherwise than unfriendly.

"Discrimination is not only impotent to achieve its object but since it is avowedly designed to injure other countries it must inevitably give rise to protest and resentment. This resentment will grow with the growth of restrictions, and we deprecate them not only because they will impoverish the world, but because they will embitter national friendship."

In another resolution at its annual meeting the Chamber of Shipping urged the British government to take steps to abate double taxation of shipping enterprises. Resolutions also were passed deprecating government interference with shipping and calling attention to the continued urgency and need for early and substantial reductions in wages afloat and ashore in order to reduce ship operating costs to a better and more satisfactory level.

Tones Act Under Fire

In his address, the new president Sir Frederick Lewis, who is chairman of Furness Withy & Co., said that at present 2,250,000 gross tons of British ships are idle. Referring specifically to the Jones act, Sir Frederick said:

"When an industry is carried on by any government with the public purse in support, private enterprise is most unfairly handicapped at the expense of the taxpayers of the countries concerned. It has been proved over and over again that state control is uneconomical, and that either directly or indirectly, the people of the country which exercises such control pay more for the facilities they receive than they would do to private enterprise. In the meantime the current experiments will be watched with some anxiety, but with a considerable amount of confidence that sooner or later they will terminate, as have previous experiments of like character, and that the old-fashioned principle will hold the field that whoever can perform any required service cheapest, and most efficiently, should get the business. I would strongly urge that nationalized industries are not justified unless private enterprise has failed to meet the legitimate needs of the country economically and effectively."

The Hague rules were sympathetically discussed at the meeting but without any definite action being taken. Approval also was expressed of the proceedings of the International Shipping conference which was held in London in November and attended by delegates from the United States and other countries interested in marine problems.

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

World Charter Market Reviewed by

OVERTONNAGED

Shipping Board Charged with Letting Its Ships Out Below Cost—French Line Protests—Mail Contracts Lapse

AS TRADE declines and profits disappear, various means are resorted to by operators to recoup themselves. Among the agents handling government tonnage the efforts to guarantee adequate return for services rendered have been especially noticeable. During the past month the shipping board has cleared up many of the agency differences and now it is understood a move is under way to have the shipping board pay the agents a "husbanding fee" to cover the administrative cost of handling government tonnage. The shipping board already has agreed to pay an agent's fee in domestic ports, and also has settled the disagreements as to ballast commissions. Coincident with these changes in the agency agreement the shipping board announced that it has been compelled in many instances to refuse to bareboat charter many ships, because it was discovered the intent of the charterers was to use them in competition with privately owned American tonnage.

These are only the surface indications of the pass to which the domestic shipping situation has fallen. It is acknowledgement that the government has been letting its ships out at figures less than cost and that the only alternative to prevent the killing off of such privately owned fleet as America has is to stop the operation of government ships. Again the French line has protested at the intolerable situation and definitely withdrawn from the rate conference. For the present the line will quote the same rates as are quoted by the other carriers but it will not be bound by any of the conference rules. The French line all along has contended the United States has overtonnaged the runs and that ships must be withdrawn.

Subsidy Now Up to Congress

The shipping board, in a report on an investigation, announces that the United States requires a merchant fleet of 7,500,000 tons to carry one half of the foreign trade of this country. Already 5,000,000 tons are in private hands, and the shipping board owns 8,000,000 more which it is trying to get into service. This situation requires some drastic action but only makeshift remedies have so far been proposed. Ship subsidy is now formally before congress. In anticipation of general subsidy legislation the government is allowing all mail pay contracts with American lines to expire. After long consultation with marine underwriters it has been agreed that cargo insurance on all government passenger vessels under 20 years old will carry the minimum quotation. This may appear to be a concession but actually effects only a slight change in the previous practice of insurance companies. Government owned passenger lines have figured most prominently in the developments of the past month. This is due, possibly, to the fact that the popular appeal which is calculated to put subsidy through congress is found more readily in the passenger ships. Efforts are being made to strengthen the position of the United States line. The United American Lines, Inc., has withdrawn as one of three operating managers of this service for the government. The United American lines begin a rival first class passenger service with Germany this summer and it was thought by W. A. Harriman, chairman of the lines, that his coming position as a competitor required his withdrawal as joint manager of the government line. For similar reasons, it is understood, the government is seeking to dispose of the operating agreement with the North German Lloyd Steamship line which the United States line inherited. The Germany company also has started passenger services of its own to New York. The United States line has placed the new ship, LONE STAR STATE, in the transatlantic service. This summer many alterations will be made in the United States lines STATE ships so that a large number of immigrant passengers can be carried.

It is understood also the shipping board is preparing to place some 60 freight vessels additional in operation this season. Over 35 of these boats already have been withdrawn from the idle fleets.

Have Two Classes of Competitors

Private lines operating under the American flag, especially in the transatlantic services, are at a peculiar disadvantage as they not only have foreign ships to compete with but must also compete with the American government vessels. Yet the Harriman organization announces the creation of a subsidiary to be known as the Atlantic Mail Corp. which will take over the liners RESOLUTE and RELIANCE. The first will sail from New York for Germany early in May. The American-Hawaiian motorship CALIFORNIAN, also a Harriman enterprise, leaves about the same time for the Pacific coast. The sister ship, MISSOURIAN, will follow a few weeks later. These two enterprises strengthen the position of the United American lines which are the operating managers for all the Harriman ships. The International Mercantile Marine Co. is getting the old American liner ST. PAUL ready for service between New York and Hamburg. She will operate in conjunction with

Offer for Pocahontas

WORD has been received by the shipping board from Vice President Farley, who is in Europe, that an offer has been made of £17,000 for the steamship POCAHONTAS. This vessel was originally sold to the United States Mail Steamship Co., and was taken back when that company went into receivership. She is at Gilbraltar, and it is believed impossible owing to her condition to bring her across the ocean. The prospective purchaser intends to have the vessel reconditioned in Germany.

The board replied the sale will have to await Mr. Farley's return to this country, as the board must determine whether the prospective purchaser intends to place the ship in competition with Americans.

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

the MONGOLIA and the MANCHURIA. The ST. PAUL will resume as a two-class ship, which was her classification prior to the war. Since Irish independence has become an established fact, numerous plans have been launched to start Irish-American steamship lines.

Coincident with the announcement that the operations of the Pacific Mail Steamship Co. during the past year showed a deficit of $495,000, it was announced that G. H. Carter has been elected president of the company. Other new officers were also elected. The Polish Navigation Co. is reported to be attempting a merger with the Polish American Navigation Co. and the Polish Mercantile Marine Corp.

The Barber Steamship lines are reported to be anxious to purchase four ships from the shipping board which will be used in Far Eastern trade. One of these is the motorship, WILLIAM PENN. The Black Diamond lines are inaugurating a weekly sailing from New York to Antwerp and Rotterdam. C. S. Mallory & Co. have been appointed operators of two of the ships owned by the Astoria Mahogany Co., Astoria, L. I., which recently went into receiver's hands.

The Old Dominion Transportation Co. resumes this month the passenger services between New York and Norfolk. The reconditioned HAMILTON and JEFFERSON will be used.

Foreign Lines Continue Activities

While American services are suffering their losses, word is received of the profits of some of the foreign lines. The Hamburg-American Steamship Co., it is said, has declared a dividend of 10 per cent. Both the Hamburg-American and the North German Lloyd companies are making aggressive preparations to come back in active overseas trade. The German-Australian Steamship Co. proposes to resume its services to Australia soon, it is reported. The Oceana Steamship Co., the Hungarian company which is partly owned by the Harriman interests, plans to start services between Braila, Rumania, to the Black Sea, River Plate and British ports. This line will use the ships recently purchased from the Harriman interests in this country and transferred to the Hungarian flag. A new freight service between New York and Portugal and Spain is announced by the Ocean Carriers' Co., Inc. The steamer CAMPANIA of the Ditta Luigi Pittaluga, an Italian line, has inaugurated a service between New York and Italy. The Scandinavian-American line has announced its service between New York and Norway, Sweden and Denmark has been resumed. The Compagnie Generale Transatlantique (French line) has announced that its ships will call at Plymouth, for the convenience of its passengers destined for England. This is the first time in its 58 years that the French line has touched at an English port. Services in the channel run promise to be extremely lively this summer. The facilities offered the public are far in excess of anything provided since the war and some traffic experts are of the opinion the trade may be overtonnaged. The Cunard line has returned the MAURETANIA, now an oil burner, to the New York run. The BERENGARIA will follow. Together with the AQUITANIA the Cunard line will have three giant oil burners in the channel run. To duplicate that, the White Star line will have the luxurious ocean palaces, HOMERIC, MAJESTIC and OLYMPIC, in the channel run.

Leviathan Renamed

UPON motion of Commissioner Thompson, the shipping board has decided to rename the LEVIATHAN the PRESIDENT HARDING, in line with its recently adopted policy of naming its best passenger vessels after Presidents. Other assignments of new names have not yet been made. The board has decided to prefix the word President. In cases where conflict with names of other vessels may arise the first name of the President will be used. In suggesting that the vessel be named PRESIDENT HARDING, Commissioner Thompson and Commissioner Chamberlain, both Democrats, said this would be a fitting tribute to the man who probably had done more for the American merchant marine than any other President.

LINERS ACTIVE

More Passenger Ships Assigned for Channel Run and Other Foreign Services—Some Cargo Rates Lowered

Rates now are down to a level where profitable operation is possible only under extremely favorable conditions. This has led to the belief among shipowners and brokers that the bottom has been reached. The demand for tonnage has slackened appreciably in most trades. Owners on the whole have failed to show any uneasiness and while there is more tonnage on the market than for some time past, the condition is not sufficiently serious to justify some of the gloomy views which have been expressed.

Europe Not Buying Much Grain

There appears to be a dearth of orders from Continental Europe although there has been some grain business with Greece and a demand from the Black Sea region. Sugar demands were covered quickly during the past month and the demand from that quarter has also ceased temporarily. The coal market has been quiet with little activity. The strike in the United States considerably disrupts matters although that has not had time to be felt. If the worst comes to the worst, coal can be brought into Atlantic ports in ballast lots of 1000 tons each for approximately 10 shillings per ton.

Time charters have been limited to the West Indies trades where the price has ranged from $1.20 on the larger vessels up to $2.25 and $2.50 on smaller ships. On general trades, offerings have been around 5 shillings and 5 shillings 6 pence with little demand. Return trades have been rather inactive although it was noted that during the past month there developed a demand for Chilean nitrates, which is a market that has been dormant for a considerable time.

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Transpacific steamship operators are engaged in the most bitter rate war in years. Freights on forest products were slashed from day to day until the rate on lumber dropped from $15 to $8 and the market still continues weak. Increased tonnage on this route, more than ample for the business offering, and extremely keen competition following the withdrawal of Japanese buyers of lumber and logs, precipitated the trouble. Now the rate level is lower than it was prior to the war. A year ago, lumber was being carried to Japan on a $10 base. It advanced during last summer until it reached $16. In the last three months the situation has been weak but the drop to $8 was entirely unexpected.

Has Not Stimulated Business

This drastic reduction in freights has not stimulated any volume of new business. Japan is supposed to be on the verge of another lumber buying campaign but in the present depressed condition of freights and lumber prices the foreign market is holding off. At the first indication of firmness, the Japanese are expected to come back and it is likely freights will firm up to a $12 level within two or three months. On other commodities there has been no reduction. The situation, however, lacks strength. Flour and wheat have dropped from a $6 level to about $5 while copper space is offering at $4.50. Cancellation of space bookings and inability of lumber mills to deliver on time also have caused the steamship operators additional trouble.

Tonnage operating from the Pacific coast to northern Europe is booked ahead for 30 to 60 days and this route is experiencing a marked revival following a period of extreme depression prevailing during the winter. Flour and wheat are about on a basis of 42 shillings 6 pence to Great Britain and Continental ports. Charters for full cargoes of grain have been done at around 44 shillings but shippers have not been interested in tonnage offered at 45 shillings. Some grain is yet to be moved from the Pacific coast but most of it is likely to be shipped in parcel lots. Lumber at 90 shillings and railroad ties at 70 shillings to United Kingdom ports are not attractive to owners for the reason they can get no return cargoes. Handy sized freighters are on the market for 12-month time charters at $1.10 per deadweight ton per month but no recent fixtures on this basis have been closed. The regular liners are returning from Great Britain with increased cargoes and the situation in that direction is greatly improved.

With the opening of the bag season, the rate from Calcutta to Pacific ports is announced as $6.

Low Rate Eliminates Sailers

While some new business in lumber has developed in the Australian market, rates are extremely low, touching $14 per thousand feet. This steamer rate has practically eliminated all competition from sailing ships. Occasional charters of sailers for lumber to Callao and other West Coast ports have been closed at around $17 but the steamer rate of $18 makes it extremely difficult for sail to compete. The possibility of a shortage of coal because of the threatened strike in the United States has created a demand for tonnage to bring this cargo from Australia. However, the offered rate of $3 to Pacific ports is not attractive. From Newcastle to West Coast, coal charters have been closed at 33 shillings while the prevailing rate for nitrates from Chilean ports to Honolulu remains at the low level of $5. To South Africa the lumber rate from the Pacific coast for sailers is still $22.50 but only an occasional cargo is being worked.

Lumber Mills Figure on Foreign Sales

The lumber movement to California is less active and the freight situation is weak. To San Francisco $6.25 is the prevailing rate while San Pedro has been done at $7, a drop of $1 in three months. North Pacific mills are figuring on a number of foreign lumber contracts. Some business in the Canal zone is pending and tonnage for this has been offered at about $13. To Hawaiian ports, the steamer rate on lumber remains at $12 but independent tonnage is offering at $11. The freight situation as a whole appears weak on the Pacific coast and operators declare rates can not drop further as on many routes freight is being carried at a heavy loss. Surplus of tonnage and the keen desire of operators to get business are giving shippers unexpectedly low rates. However, in many instances the weakness of freights is retarding buying by foreigners who refuse to place their orders on a falling market.

The intercoastal lines are competing keenly for business and are carrying many commodities which formerly moved by rail. Eastbound, the lumber rate remains weak at $14 while independent tonnage has been chartered under this level. The action of the regular lines in cutting the lumber freight has not accomplished the desired end of eliminating tramp competition. While the railroads have reduced some rates they have been anticipated by the water lines and the latter still are offering the more attractive tariffs. Practically all the tin plate brought to the Pacific this season has moved by water. In the past the railroads have handled this business. The steamers have cut flour to East Coast ports from 55 to 35 cents per 100 pounds. Westbound tariffs on many items have been readjusted during the last month. Coke, which has been 60 cents, is now on an open rate basis. Pig iron is reduced from $11 to $7.15 per net ton while many other rates have been reduced. Some of the lines have declared open rates on all westbound cargo. Intercoastal lines with transpacific connections have established a through rate of $14 on general cargo from the Atlantic to the Orient by north Pacific ports. This is done to overcome the absence of import and export rates east of Chicago. Of the $14 rate the intercoastal lines absorb $8 and the transpacific steamers receive $6.

Exceptional Records Are Made

Contrary to expectations, the movement of freight through the port of Boston held up well through March and into April. Lines to Greek and Turkish ports scored exceptional records with cargoes exceeding the best of the past year. More export freight for Mediterranean ports was on hand early in April than could be taken care of. One reason for the excess at Boston was the congestion at the port of New York making it impossible to book space earlier than six weeks in advance. The principal commodities passing through Boston for the Mediterranean ports were sugar, leather and alcohol.

Grain has not been moving to the Mediterranean ports, and in fact, little grain has moved out of Boston for export to any market. This is chiefly because the drop in the price in foreign markets makes it impossible for exporters to ship grain at a profit. Bos-

Generated on 2024-07-27 04:20 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to April 6, 1922, on Future Loadings

New York to	Grain	Provisions	Cotton (H.D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	Coal from Virginia cities
Liverpool	3/3	$0.60	$0.25	$0.22	$0.40	$0.75	$7.00T	.....
London	3/3	0.60	0.25	0.22	0.40	0.75	7.00T	.....
Christiania	$0.23	0.30	.....	0.28	0.45	0.90	7.00T	.....
Copenhagen	0.23	0.30	.....	0.28	0.45	0.90	7.00T	.....
Hamburg	0.15	0.25	0.25	0.20	0.45	0.82½	5.00T	.....
Bremen	0.15	0.25	0.25	0.20	0.45	0.82½	5.00T	.....
Rotterdam	0.14	0.32½	0.22½	0.20	0.40	0.75	4.50T	.....
Antwerp	0.14	0.32½	0.22½	0.20	0.40	0.75	4.50T	.....
Havre	0.18	0.40	0.22½	0.21	0.40	0.75	8.00T	.....
Bordeaux	0.18	0.40	0.22½	0.21	0.40	0.75	8.00T	.....
Barcelona	0.20	0.75	0.75	8.00T	—20.00T	—	8.00T	.....
Lisbon	0.20	0.75	0.75	8.00T	—20.00T	—	8.00T	.....
Marseilles	0.21	0.60	0.75	6.00T	—20.00T	—	6.00T	.....
Genoa	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T	$4.25T
Naples	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T	4.25T
Constantinople	0.32	15.00T	0.75	0.32½	—20.00T	—	12.00T	.....
Alexandria	0.32	15.00T	.....	0.32½	—20.00T	—	12.00T	.....
Algiers	0.35	0.85	.....	0.40	—22.00T	—	12.00T	4.25T
Dakar	.....	14.50T	.....	15.00T	—20.00T	—	10.00T	.....
Capetown	10.50T	23.00T	.....	15.00T	—23.00T	—	12.50T	.....
Buenos Aires	.....	.....	.....	.....	—20.00T	—†	8.00T †	4.00T
Rio de Janeiro	.....	.....	.....	.....	—12.00T	—†	7.00T †	4.00T
Pernambuco	.....	.....	.....	.....	—19.50T	—†	9.00T †	4.25T
Havana	0.17½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*	1.50T
Vera Cruz	.....	0.45	.....	0.30	0.45	0.90	0.35	2.00T
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T	4.50T
San Francisco	.....	0.60	.....	0.85	.....	.....	0.60	.....
Sydney	.....	.....	.....	.....	20.00 to 25.00		11.50	.....
Calcutta	.....	21.00T	.....	.....	—21.00T	—	18.00T	.....

T—ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.00 to 6.50
South California	7.00 to 7.50
Hawaiian Islands	11.00 to 12.00
New Zealand	14.00 to 15.00
Sydney	14.00 to 15.00
Melbourne-Adelaide	16.00 to 17.00
Oriental Ports	8.00 to 10.00
Peru-Chile	17.00 to 18.00
South Africa	22.50
Cuba	18.00
United Kingdom	90s
United Kingdom (ties)	70s
New York	14.00
New York (ties)	15.00
Buenos Aires	17.00
Flour and Wheat	
Oriental ports	$6.00
U. K.	40s to 42/6T
Scandinavia	42/6 to 45sT
Mediterranean	40s to 42/6T
	Steel
Oriental ports	$ 5.00T
	Cotton
Oriental ports	$10.00T
	Apples
United Kingdom	$1.00 per box
	Copper
Oriental ports	$4.50 to 5.00

Principal Rates To and From United Kingdom

	s	d		s	d
Grain, River Plate to United Kingdom	25	0	Coal, South Wales to Buenos Aires	16	0
Coal, South Wales to Near East	15	0	Iron ore, Bilbao to Middlesbrough	8	0
Coal, Newcastle to France	6	0	General British market, six months time charters, per ton per month	5	0

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Apr. 6, 1921	$6.40 @ 6.75	$1.95	6.5 cents
July 8	5.75 @ 6.25	1.45	5.25 cents
Oct. 4	5.85 @ 6.15	1.45	5.25 cents
Jan. 9, 1922	5.50 @ 5.90	1.25	5.50 cents
March 4	5.40 @ 5.75	1.10	5.00 cents
April 6	5.30 @ 5.90	1.16½	4.75 cents

At Philadelphia

	Coal per ton	Fuel oil per barrel	Diesel oil per gallon
Apr. 7, 1921	$5.75 @ 6.00	$1.98	5.7 cents
July 7	4.90 @ 5.45	1.47½	4.5 cents
Oct. 6	*6.10 @ 6.25	1.80	4.25 cents
Jan. 9, 1922	*5.10 @ 5.35	1.50	5.00 cents
March 6	*5.40 @ 5.65	1.15	4.00 cents
April 10	*5.90 @ 6.25	1.05	4.25 cents

*Trimmed in

Other Ports

Boston coal, per ton,	$7.50
Boston, oil, per barrel	1.06 to 1.10
Seattle, coal, per ton	7.50 to 8.50
Cardiff, coal, per ton	20s
London, coal, per ton	26s
Antwerp, coal, per ton	26s

ton elevators are crowded to capacity, but scarcely any tonnage has moved during the past month. More than 1,000,000 bushels of corn has been in storage at the Boston & Maine railroad's elevators for fully a month and it is thought this will have to move before May.

Conference freight rates from Atlantic ports have not changed, but coastwise rates, especially in the coal trade from Hampton Roads to Boston, have advanced about 25 cents during the past month. The South American lines out of Boston continue to show heavy traffic. The lines to the eastern ports of Argentina and Brazil have carried practically capacity cargoes in both directions. The demand for space for the Pacific coast has also held up so that altogether Boston shippers feel hopeful over the present situation.

Perhaps the only disappointing features are found in the lines to Scandinavian ports and to the United Kingdom. A strike in Denmark tied up shipping for nearly three weeks and while it was clearing up toward the middle of April, its effect on cargoes still was severe. Sailings for France and England have maintained schedules but cargoes have been light.

Recently the Irish-American line started a new passenger and freight service between Boston and Limerick, Ireland. The Canadian-Pacific Steamship Co. continues its Boston-Havana-Kingston run.

Little Demand for British Shipping

From Our European Manager

LONDON, April 14. (By cable).—Mediterranean trade is the only service which shows any improvement in demand for shipping. In this route, outward bound coal cargoes as well as homebound shipments have increased. The other trade services are dull. In the River Plate route, the market has slumped badly due to an oversupply of vessels. The coal strike in the United States has developed a keen interest in its possible effects on the British coal industry and upon British shipping. The first cargo of British coke for Boston is reported to have been closed at Newcastle, the rate being set at 12 shillings to the United States and 11 shillings to Canada. The effect of any prolonged strike will also have an influence in promoting delivery of British coal at foreign ports now being served by American mines.

The freight rate from the River Plate dropped from 30 shillings to 25 shillings. Coal carriers to the Near East now are accepting 15 shillings against 16 shillings last month, but on the Buenos Aires route, the rate has pulled up to 16 shillings compared with 13 shillings 6 pence a month ago.

Generated on 2024-07-27 04:21 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Editorial

Inefficient Ships Should Be Sunk

STEEL ships built during the war will have a useful life of only ten years, according to the testimony of Homer L. Ferguson. This experienced shipbuilder, appearing before the joint congressional committee now holding the ship subsidy hearings, followed this assertion with the declaration that the less desirable ships of the fleet are an incumbrance and should be sunk.

Justification for these views is easy to find. An inefficient ship is a liability, not an asset. She may be maintained in service but requires an excessive expenditure of money. British shipping kept itself foremost before the war and one of its practices was to sell off its old ships and replace them with new tonnage. Conditions in the ship market since the war have removed this avenue of escape for getting rid of any inefficient ships built in America for war service but the soundness of the practice is not changed.

James A. Farrell, Steel corporation president, favored an international agreement providing for the scrapping by each nation of a certain percentage of its tonnage. While this is unlikely, America can still purge herself of the costly, inefficient ships. Under government operation, all ships are inefficient. Private operators, if they were in control of the fleet, would quickly sort out the unprofitable types and just as quickly sink or scrap them.

A Record for High Salaries

EXCUSES for governmental inefficiency are both numerous and plausible. Every attempt of the government to operate as a business firm has fallen down. But new converts to the theory of federal ownership are constantly appearing. For their benefit, a group of excuses is always on hand.

One of the common reasons assigned when a government-commercial enterprise fails is the small salaries paid. Low salaries mean low quality of employes and consequently failure in what, these converts say, would have been a successful venture. Sufficient truth is found in this reasoning to carry it through.

If low salaries and failure are inseparable, the shipping board is certain to be a wonderful success. The new board has adequately provided such high salaries that the taxpayer who is supporting the fattened payroll can extract whatever nourishment is found in the belief that high salaries and success are equally inseparable, even in government enterprises.

Chairman Lasker has surrounded himself with the highest paid general staff ever collected by a government official. Cabinet officers, directing big government departments, have the satisfaction of knowing that 12 shipping board officials draw as much or more than the members of the cabinet—$12,000. Senators and representatives have like solace in the knowledge that 96 board officials make as much or more than the legislators—$7500. A total of 208 board officials draw $5000 and more while 361 get $4000 or more.

The one offset to this exaggerated payroll is the hope that the huge losses of the board can be curtailed through able management to a greater degree than by inefficient officials. The losses of the board have unquestionably been cut in recent months. But as in all government enterprises, the actual saving is difficult to determine.

The real function of the shipping board is to get itself out of business as quickly as possible. In the meantime, the enlarged payroll is giving the taxpayer the privilege of paying for a new and expensive theory in government practice.

Operators Want Laws Changed

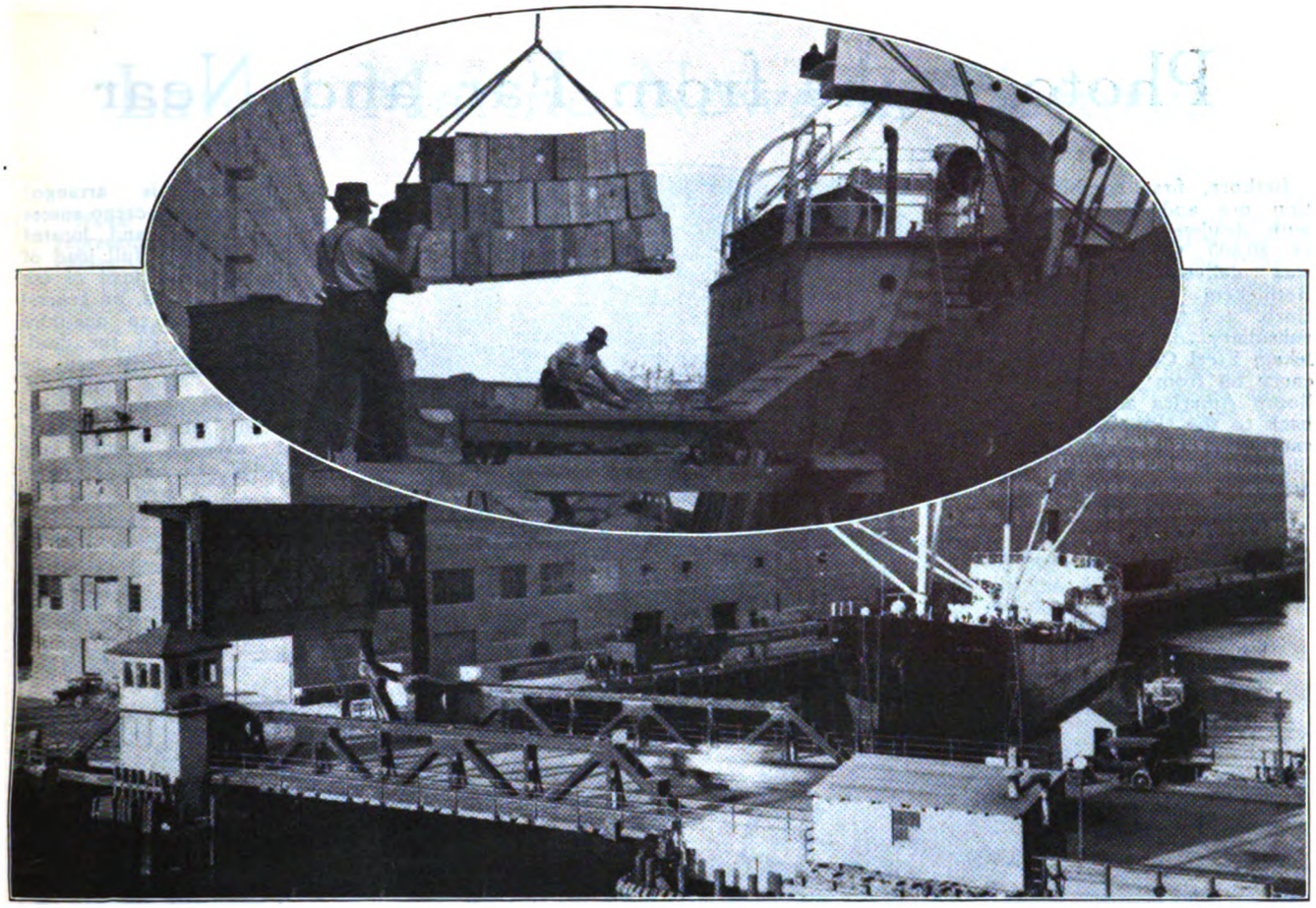
SHIP operators, appointed many months ago, reported to the shipping board recommendations for changes in American marine laws. The report was not made public until a few days ago when it was released as an aid in the board's subsidy drive.

These operators differ from the general attitude in blaming most of America's marine ailments on the navigation and seamen's laws. "The conclusion has been reached," says the report, "that while our navigation laws, including the seamen's act, need some revision or modification, they do not constitute as serious a handicap upon American shipping as they are often represented to be."

Recommendations urge reduction in length of service required before men can be rated as able seamen and also smaller percentage of able seamen required in deck crews; reduction to one fourth of the amount of wages collectible by seamen on demand and lowering the number of such demands which can be made to once in five days, and for a discharge book.

Opinions differ regarding the exact degree of harm done to American shipping by the old fashioned navigation laws and by certain sections of the LaFollette seamen's law. But no difference of opinion can exist regarding the fact that some harm is done. American shipping has enough barriers to overcome before resuming its important part in ocean commerce without maintaining obstacles which have been created through ignorance and carelessness. The committee recommendations should be a guide to congress. The need for getting the government ships into private hands should be the spur to quick action.

Generated on 2024-07-27 04:23 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



VIEW OF GROCERS' TERMINAL AT SAN FRANCISCO SHOWING STEAMER EL DORADO UNLOADING CARGO OF CANNED GOODS. THE INSERT SHOWS HOW GOODS ARE HANDLED FROM VESSEL TO HAND TRUCKS RUNNING ON A MINATURE ELEVATED RAILROAD WHICH LEADS TO ALL PARTS OF THE BIG WAREHOUSE

Wholesale Grocers Use Ocean Terminal

HOW community facilities for warehousing, storing and distributing can serve a city are revealed by the Grocers' terminal on the San Francisco waterfront. A large slip, wharf and 6-story warehouse, on one of the most accessible parts of the entire harbor frontage, make up the terminal. An example of the utility of this form of centralization of storage and distribution, if coupled with adequate transportation facilities, was demonstrated when the steamer EL DORADO went into San Francisco harbor with 40,000 cases of canned goods, valued at $250,000.

The steamer went up the channel, pulled alongside the dock and warehouse and discharged her cargo in record time. The cargo was consigned to J. H. Newbauer & Co., and the ease and promptness with which it was unloaded attracted considerable attention. Big cranes picked up the canned goods in large "bundles" from the open holds of the steamer, and set them down on hand trucks, running on movable tracks, which can be elevated by trestles to any height required by the sides of a vessel. They were rolled immediately onto the elevators and carried to the upper floors of the concrete and steel building. One man, handling these trucks, did the work formerly done by four men in handling the packages separately.

The dock and slip for the Grocers' terminal, as does all the San Francisco waterfront, belong to the state, but the 6-story warehouse and terminal building was erected by the Southern Pacific Co. especially for the San Francisco wholesale grocery trade. The terminal, which is reached by rail and motor truck lines, stands at Berry, Channel, Third and Fourth streets. Building, trackage and wharves cost $1,620,000, and, in the opinion of the wholesale grocers of the city, have proved their worth many times.

Floor space of the six stories of the building is 500,000 square feet. The first floor is used by the receiving and shipping departments of the wholesale grocers; the second floor contains executive offices, conference rooms, and the sales and purchasing departments of the companies. The upper floors are devoted to warehousing and storage, with some manufacturing. Every modern labor saving device has been installed. Wholesale firms having long term leases in the building are J. H. Newbauer & Co., Sussman-Wormser & Co., Dodge-Sweeney & Co., and Haas Bros.

Pointing out that deepening of the main channel leading to the terminal would permit even larger ocean going vessels to come into the slip, J. H. Springer, of J. H. Newbauer & Co., said:

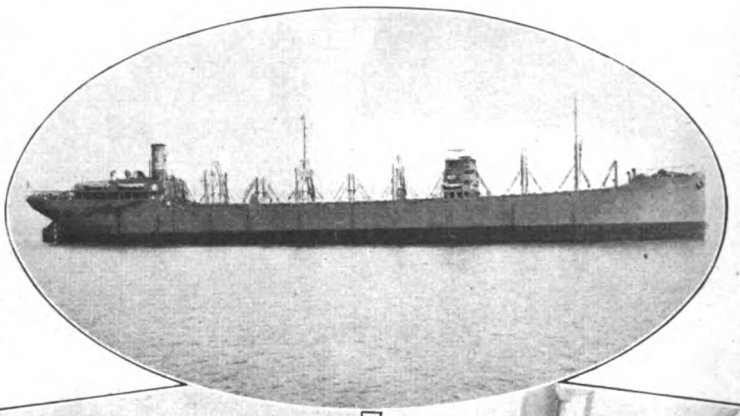
"Not only the wholesale grocers, but San Francisco business as a whole, and every consumer of groceries, is benefited by improvements in warehousing and distribution, and especially by such facilities as those provided by the Grocers' terminal. This building, especially erected for the wholesale grocery trade as a result of negotiations conducted by the grocers with the co-operation of the San Francisco chamber of commerce, has water, rail and motor transportation facilities. Spiral chutes and pneumatic mail tubes, a sprinkler system, 11 automatic freight elevators, conveyors and other details of equipment, make it the finest type of building erected for a special trade in the United States."

The terminal serves not only deep sea vessels but small ships trading to towns on the Sacramento and San Joaquin rivers and around San Francisco bay.

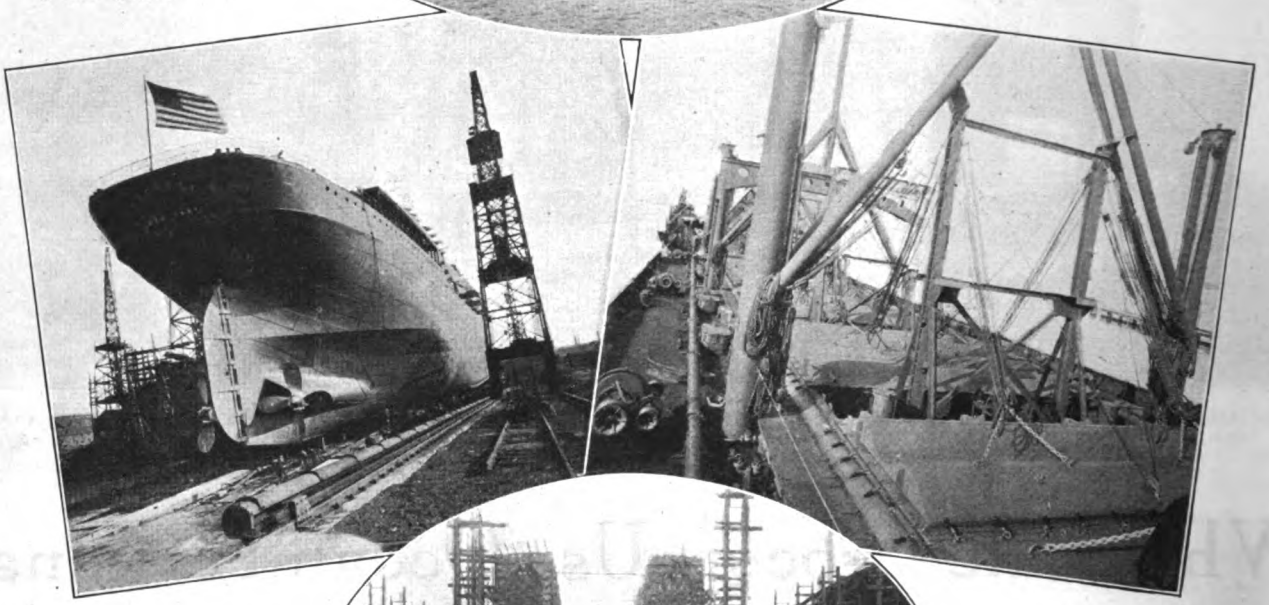
Generated on 2024-07-27 04:23 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Photographs from Far and Near

Bethore, first combination ore and oil vessel, with deadweight capacity of 20,500 tons, recently was delivered by the Bethlehem Shipbuilding Corp. to the steamship subsidiary of the Bethlehem Steel Co. She will carry oil from Mexico to South America and bring back to the United States cargoes of iron ore. Eight illustrations of the ship are given on this and opposite pages

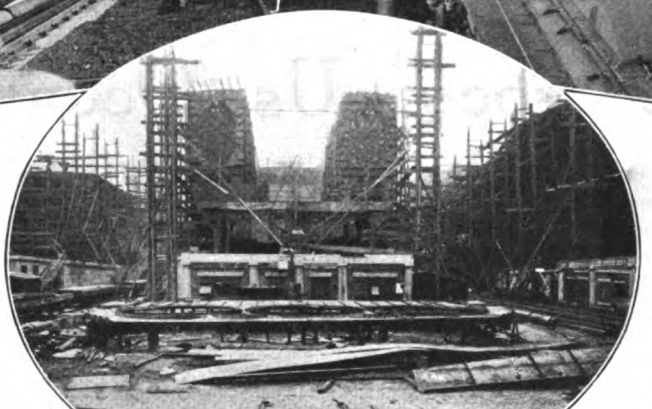


Bethore is arranged with separate cargo spaces so designed and located that either a full load of oil or a full load of ore can be carried, or general cargo equal to one-third to one-half of the deadweight capacity can be carried. The utility of this type of vessel is apparent when the variety of cargoes which the owner can obtain is realized



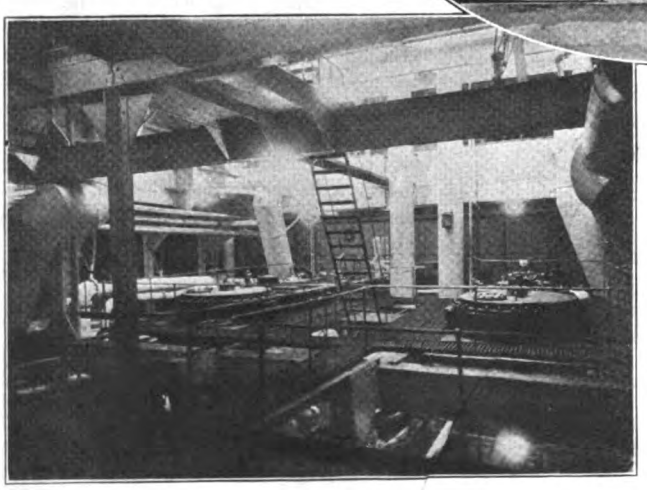
Oil cargo is contained in 11 tanks on each side of the vessel, extending beneath the ore hold. The space contains 741,294 cubic feet, and the ore cargo space, in the center, 367,120 cubic feet. Fuel oil tanks contain 141,160 cubic feet.

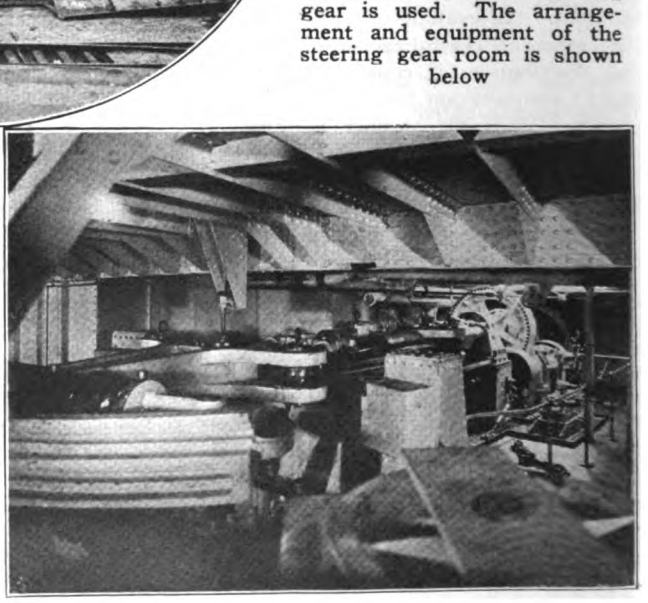
A general view of Bethore's engine room is shown below



Loading and unloading of the oil cargo is similar to the operations of an ordinary tanker. This view of the bridge deck shows the location of one of the 12-inch stern discharge lines.

A combination screw and quadrant type of steering gear is used. The arrangement and equipment of the steering gear room is shown below

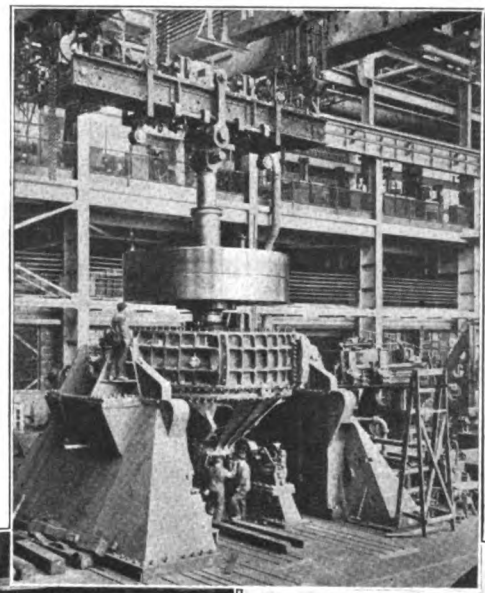




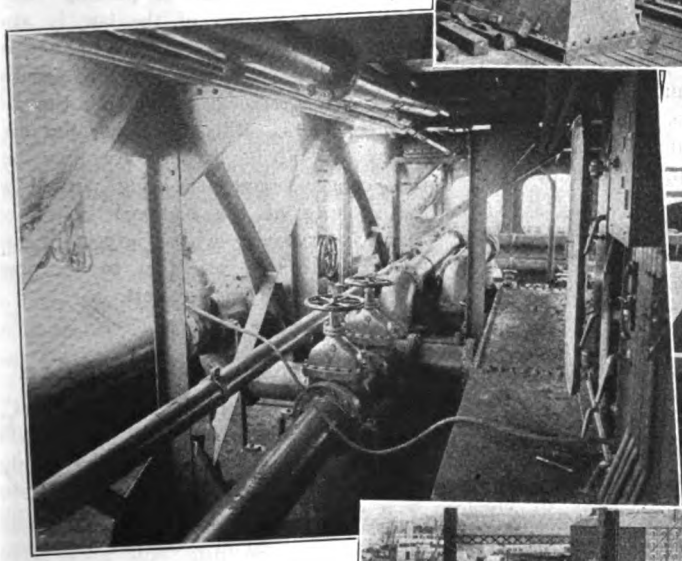
Generated on 2024-07-27 04:23 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

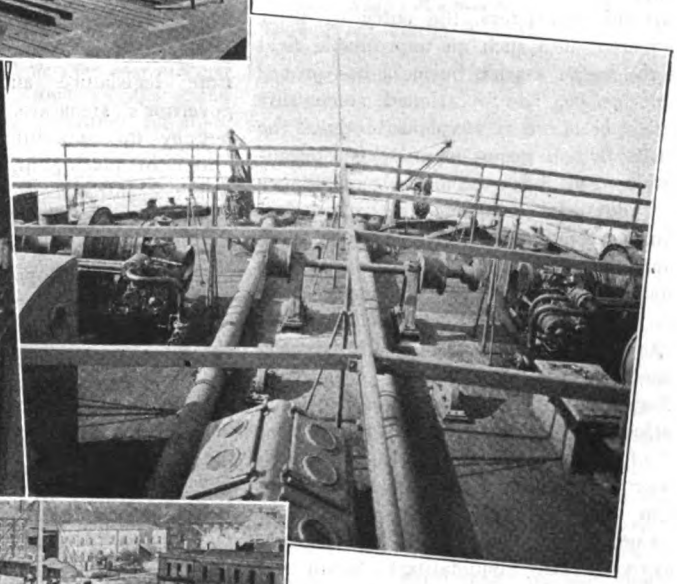
Latest Marine News in Pictures

Naval officers, engineers and representatives of shipping companies on April 13 witnessed at the plant of the Westinghouse Electric & Mfg. Co. a successful test of the world's largest gyroscope, to be installed on the steamship Hawkeye State, one of the shipping board's 535-foot liners which is being reconditioned for the United States Lines to be in the North Atlantic run. While similar devices have been used in yachts and small vessels this will be the first to be installed in a large passenger ship. The gyroscope was built to specifications of E. A. Sperry, inventor



The illustration shows the gyro rotor of the Sperry stabilizer being lowered into the stabilizer case. It is claimed that this gyro, 13 feet in diameter, will prevent all rolling on a 20,000-ton liner. The device operates on the principle of the common toy gyroscope, and its operation is controlled by smaller gyroscopes placed alongside the vessel which register the direction of the roll and automatically start the rotor revolving in the direction necessary to counteract the motion of the ship. It will be tried out on the Hawkeye State in the run between Baltimore and Honolulu





Oil pipe installations on the Bethore are shown in the two illustrations above, the description of this combination oil and ore carrier being given on the preceding page. Small views show wreck of steamer Omar D. Conger, damaged by boiler explosion while at Port Huron, Mich.

World's largest ferry helping in evacuation of English troops and war material from Ireland. The photograph shows the London train ferry at Cork receiving motor lorries, armored cars and other heavy stores for transshipment to England

Generated on 2024-07-27 04:23 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Foreign Insurers Enter America

Take Advantage of Withdrawal of Domestic Companies To Underwrite Risks Without Tax and Other Handicaps

TIGHTNESS in the marine insurance market brought about last month by the withdrawal from the field of the Aetna Fire Insurance Co. has been relieved somewhat by the entry of the North British & Mercantile Insurance Co., Ltd., the Pennsylvania Fire Insurance Co., the Commonwealth Insurance Co. of New York, and the Mercantile Insurance Co. of America, all under the same management, which have appointed Albert Ullman to handle the marine business for them. Mr. Ullmann is prominent in underwriting circles and formerly was president of the Columbia Underwriting Agency.

In many quarters, the entry of these companies into such an unprofitable field as the ocean marine business has proved itself to be, has occasioned some surprise, but it is explained that the North British group is a British organization and has the same advantages over domestic companies as other foreign insurers. One of the reasons these companies are optimistic lies in the fact that they have branches in many parts of the world and consequently in writing marine business will have a large spread.

Entrance of these companies into the marine field calls attention to the long list of companies which lately have withdrawn. These are the American Merchant Marine, United British, Jefferson Marine (in process of liquidation), Liberty Marine (liquidating), North Atlantic (liquidating), Bankers & Shippers, Norske Lloyd, Norwegian Sea & Transport, Northwestern National, Hudson, Rossia, Second Russian, American Equitable, Aetna, Knickerbocker and the Scandinavian-American.

* * *

Germans Plan To Return

REPORTS that several German marine insurance companies are preparing to return to the United States shortly have been circulating in underwriting circles during the past few weeks. The rumors are receiving some credence by the fact so many companies have withdrawn and brokers are having difficulty placing all of their business. A representative of German marine insurance companies recently returned to this country and is believed to have received authorization to make whatever arrangements are necessary. This representative is known to have approached several American companies with prosposals that they enter Germany and start doing business in that country. So far, however, no company has shown any inclination to do that.

* * *

Law Ready for Signature

ALTHOUGH the New York superintendent of insurance announced that no legislative action was to be taken at this time on the business going to unauthorized foreign insurers, a bill seeking to levy a tax on the assured in respect to insurance placed with unauthorized insurers and barring the insured from being able to recover a claim through the courts, unless the tax has been paid, slipped though the state legislature and is awaiting the governor's signature. The bill worked out by the superintendent and a committee of marine insurance underwriters was not introduced.

Foreign unadmitted insurers have been represented at the most recent conferences by Sir Raymond Beck, former chairman of London Lloyds, and other representatives who stated that London Lloyds wished to do business legally in New York, that they were prepared to pay taxes, to provide financial security to be used in American courts and to comply with the law in every possible particular, if some way of entering the state, consistent with the organization of such insurers, could be found. Sir Raymond Beck urged that the entire question of unlicensed insurance be definitely settled.

The question of levying a tax on insurance placed with unauthorized companies is one larger than the confines of a single state and, therefore, the New York superintendent believes that it should not be made a local issue but should be taken up with representatives of the United States shipping board.

* * *

May Limit Indian Covers

MARINE underwriters are somewhat alarmed over the political situation which has developed in India and have been considering the question of limiting the coverage on export shipments to 15 days after discharge from steamer. A congested situation is said to now exist at Calcutta and underwriters fear that a situation may arise there similar to that which existed last year at a number of Mexican ports.

Points Out Oil Menace

THE National Fire Protection association, which recently completed a survey of the port of New York, reports that the discharge of fuel oil by oil burning vessels constitutes a severe fire menace at certain localities, particularly at Beard's Erie basin, the Atlantic basin and at the mouth of the Gowanus canal, Brooklyn. The association report states that there has been some improvement of late in conditions as a result of the co-operation of operators and the supervisor of the port of New York. The action of the United States attorney's office in pushing cases of specific violations of the law is also believed to have helped the situation. Better facilities are being supplied gradually for the removal of the oil, the report concludes. Bills regulating the discharge of oil in harbors are now before congress and are being pushed at the instance of the National Board of Fire Underwriters whose inspectors are frequently calling attention to locations where the menace is greatest.

* * *

Creditors Ask Court Aid

REPORTS from Vancouver, B. C., state that creditors of the Pacific Marine of that city have applied to the courts in an effort to have the affairs of the company wound up. The Pacific Marine, organized in 1906, has been hard hit by an excessive loss ratio during the past few years. The situation has been made more unfavorable for this company by the fact a judgment had found against it in London and funds in England have been required to satisfy the judgment.

* * *

Pilferage Claims Grow

AN INCREASE by 20 times in pilferage claims against shipowners over 1919 is revealed in a summary of an investigation conducted by the committee of the council of the British Chamber of Shipping. The investigation was world wide and was for the purpose of determining to what extent theft and pilfering has increased during the past two years and of recommending remedial measures. The report finds that the most unsatisfactory aspect revealed by the probe is the lack of police interest. It is notorious, the report says, that in certain countries no assistance can be obtrained from the police in pilferage mat-

Generated on 2024-07-27 04:23 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

ters and often, even when the culprits are caught red handed, it practically is impossible to secure a conviction.

* * *

Reports Theft Organized

ORGANIZED theft and pilfering is reported by the American vice consul at Antofagasta, Chile, B. C. Mathews, who has informed underwriters that the situation there has become serious. Mr. Mathews blames bad packing for many of the claims, which he points out, makes pilfering a fairly easy matter. To remedy the situation, the vice consul recommends better packing, trans-shipping be avoided, and an effective marine harbor police be organized. Mr. Mathews also is responsible for the suggestion that marine underwriters maintain a local inspector without whose approval no claims would be recognized.

* * *

British Cut Sugar Rates

BRITISH marine insurance offices, located in New York, are reported to have started a drive for sugar accounts and have opened hostilities by cutting the prevailing rate between New York and the British isles by approximately eight cents. Companies that have not been able to slash their rates to meet the competition have been obliged to cancel a considerable volume of this business.

* * *

Board Seeks Underwriter

NEGOTIATIONS are said to the well under way between the shipping board, which is seeking a marine underwriter and also an adjuster, and several men prominent in marine insurance circles. Conferences have been held in New York which were attented by W. J. Love and E. P. Farley, vice presidents of the board. Among those most frequently mentioned for the position is Hendon Chubb, head of the firm of Chubb & Son, New York. The position to be filled requires a man who will be advisor to the chairman and represent the shipping board at all conferences with underwriters on cargo insurance etc.

* * *

Consider Hull Increase

THE advisability of adding a fractional increase to rate charged on the hulls of vessels engaged in the Great Lakes trade is being considered by marine underwriters. The question of hull values is the most important one at the present time and depreciation in values will, it is expected, have a great deal to do with the renewal of insurance policies. Insurance upon Great Lake Carriers is being placed this year at around $70 per ton. In view of the low valuation, the warranty found in ocean tonhull policies limiting the disbursement insurance to 15 per cent of the hull, is to be omitted from the lake policies giving the operator the option of insuring any amount he desires on this interest.

* * *

Good Field in Near East

ACCORDING to W. L. Bull, assistant to Vice President Love of the shipping board, insurance companies are overlooking a splendid field in the Near East from which Mr. Bull recently returned. There the expansion of insurance activities, he says, seems to have been almost entirely overlooked. Mr. Bull's mission to the Near East was to bring about an agreement with British shipping lines for the division of the Egyptian cotton movement. He succeeded in securing part of this trade for American bottoms. Underwriters are now beginning to ask themselves whether American companies are going to secure the marine insurance on these shipments.

* * *

Sues French Shipowners

THE Excess Insurance Co., Ltd., London, recently brought an action against shipowners of Marseilles, France, to test the legality of their stand that no allowance should be made for interest on general average deposits. The action was based on the adjustment of the steamer ATLANTIQUE which was torpedoed on May 11, 1918, and subsequently salved. Judgment was found by the court for the underwriters. The action was taken jointly by all the English underwriters interested in the risk, although the Excess Insurance Co. was the only one actually mentioned

* * *

Book Reviews

Hendricks Commercial Register of the United States; cloth; 2324 pages, 8½ x 11½; published by S. G. Hendricks Co., Inc., and for sale by MARINE REVIEW; price $12.50 in the United States, and $15 in foreign countries, postpaid.

The 1922 edition of this book differs from those of previous years in that the size has been changed in the interest of readability. The new type size is 7 x 10 inches and more space has been allowed between lines and columns. In spite of the fact that the enlarged page accommodates 25 per cent more subject matter, the number of pages has not been decreased proportionately.

As in former editions, the book covers a wide range of industries and lists the manufacturers of equipment under many headings, including electrical, engineering, machinery, building, manufacturing, chemical, hardware, iron and steel, railroads, mining, quarrying, architectural, etc. Dealers, manufacturers, producers and consumers are registered. At least 100,000 names of individuals and companies are classified by trades or products, and are indexed and cross indexed. A seperate section furnishes references to distinctive products, listed by trade names or special brands. In another section the names of manufacturers are arranged alphabetically and their addresses and principal products are given.

Primarily the book is intended to be a guide for buyers and sellers and to this end the descriptive information of products and services is expected to assist in locating the sources of and outlet for finished materials.

The Ship Compendium and Year Book 1922; cloth; 9 x 11¼ inches; 995 pages published by Compendiums Ltd. and furnished by MARINE REVIEW for $12 net.

This standard year book published in England contains a great deal of classified data of direct service to everyone engaged in the marine industry. The data presented cover the entire world.

The present volume is divided into two main sections, an international register arranged alphabetically and a classified trade and professional directory. These are so arranged that knowing the name of a firm the business address can be readily found or if the business is known the name can be readily located.

The volume contains a classified list of trades and professions covered by the year book. Records are included of government marine departments, marine educational institutions and employers' associations, coaling and fuel oil stations with maps, insurance companies, marine protective and benevolent association and institutions, ports and harbors of the world, professional and technical register, shipowners of the world, shipping associations, shipbuilders and marine engineers, shipbuilders' associations, technical associations and societies.

The international register of shipping and allied firms gives the name, location and branches of such firms throughout the world, the entire list occupying 195 pages. The professional and technical register, giving names and addresses of naval architects, marine engineers and superintendents occupies 30 pages. The register of shipowners of the world includes information about each company. The general index, listing classified trades, and other guides to the register is given first in English and repeated in French, German and Spanish.

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

GALE H. CARTER, newly elected president of the Pacific Mail Steamship Co. is also head of the Grace Steamship Co. He succeeds GEORGE J. BALDWIN, who, for the past six years, had been president of the Pacific Mail. Mr. Baldwin was elected chairman of the board of directors, and M. C. BRUSH, senior vice president of the American International Corp, and LAWRENCE H. SHERMAN, were elected directors, to fill the place made vacant by the resignations of MAURICE BOUVIER and N. DETAUBE. Mr. Carter is making his headquarters in the office of THOMAS A. GRAHAM, vice president and general manager of the Pacific Mail, while in San Francisco. He announces no change will be made in the present personnel of the company.

* * *

CAPT. GEORGE HARDING has been appointed port superintendent at San Francisco for Hind, Rolph & Co., Inc.

* * *

STEPHEN L. ANDERSON has been appointed port steward for the shipping board at Baltimore.

* * *

FRANK K. HITCHING, Pacific coast representative of the American-Australasian service, is in Europe on a month's business trip.

* * *

M. C. KEITH has resigned as vice president and a member of the executive committee of the United Fruit Co., Boston, but continues as a director.

* * *

JOHN M. FLYNN, formerly secretary of the Earn Line Steamship Co., has become operating manager of Geyelin & Co. Inc., steamship agents.

* * *

ROY G. THOMPSON has resigned as agent of the Luckenbach line at Oakland, Cal., to become manager of the East Bay Steamship agency.

* * *

GEORGE M. BALL JR. has been placed in charge of offices opened at 337 Walnut street, Philadelphia, by the Black Diamond Steamship Corp.

* * *

T. J. COKELY who has been in California recovering his health for some weeks, plans to leave about May 1 for Singapore, there to resume his duties as assistant traffic manager for the Robert Dollar Steamship Co.

* * *

S. F. BOOTH, who has been with the Southern Pacific and Union Pacific railroads for a number of years, has joined the freight traffic department of the Pacific Mail Steamship Co.

* * *

M. J. BUCKLEY, assistant manager of the operations of the shipping board under A. J. Frey, at Washington, has resigned, and has returned to San Francisco.

* * *

FRANK C. MUNSON, president of the Munson Steamship lines, has been elected a member of the executive committee of the National Merchant Marine association.

* * *

CAPT. HENRY E. MORTON, one of the best known ship captains in Pacific service, but now retired and living in Manila, P. I., is reported seriously ill at his home in the islands.

* * *

HENRY E. REED and W. J. THROCKMORTON have been made assistant managers of the Atlantic marine department of the Fireman's Fund and the Home Fire & Marine Insurance Co.

* * *

R. J. BURGER, for many years with the Luckenbach Steamship Co. has joined the staff of the traffic department of Crowell & Thurlow, for whom Sudden & Christensen are general agents, with offices in San Francisco.

* * *

F. B. PEARSON, formerly with the Bethlehem Shipbuilding Corp. and the Santa Fe railroad, has been placed in charge of the new rate department of the Atlantic, Gulf & Pacific Steamship line.

* * *

JAMES W. BORING is now advertising manager of the shipping board, succeeding M. B. CLAUSSEN. He has been assistant to the president of Montgomery Ward & Co., Chicago, and has had a broad experience in advertising work.

* * *

CAPT. HARRY WALLIS, formerly of the Pacific Mail steamer GRANITE STATE, has gone to New York, to take command of the steamer SANTA OLIVIA, of the W. R. Grace & Co. fleet, for a voyage to Czecho-Slovakian ports with a cargo of grain.

* * *

CAPT. MARTIN F. TARPEY has been appointed port captain in San Francisco for the Admiral line, and has taken over the position. He has been in command, at one time or another, of all the Admiral line steamers.

* * *

J. ORAM SHEPPARD, agent of the Pacific Mail Steamship Co., has been promoted to be general agent, with jurisdiction covering Hongkong, South China, Cochin-China, Siam, Straits Settlements, Dutch East Indies, Burma, India and Ceylon.

* * *

LOUIS PRUDHON, superintendent of the Pacific services for the French line, spent some time in San Francisco late in March, as a part of his tour of inspection of the Pacific coast agencies of his company. M. Prudhon's headquarters are in Paris.

* * *

COL. E. H. SHEPHERD has retired as comptroller of the shipping board and has been assigned to special work in the financial department of the board. L. M. STEVENS, formerly general auditor of the board, has succeeded Colonel Shepherd as comptroller.

* * *

VAN LEAR BLACK, Baltimore, has been elected a director of the American Ship & Commerce Corp. He is chairman of the board of directors of the Fidelity & Deposit Co. of Maryland, the Fidelity Trust Co., Baltimore, and owner of the *Baltimore Sun*.

* * *

E. J. BROWN JR., who has been serving as acting agent for the Pacific Mail Steamship Co., in the Philippines, has been appointed general agent there. R. C. MORTON, former general agent, resigned some months ago to assume the managership for the Orient of the United States shipping board.

* * *

NORMAN L. SNOW, vice president and active head of the Terry Steam Turbine Co., Hartford, Conn., with which he has been associated for the past 13 years, has resigned to become president of the Diamond Power Specialty Corp., Detroit, manufacturer of soot blowers.

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

JOSEPH D. TOMLINSON, who recently was elected vice president of the United American lines, is considered one of the most competent of American steamship operators. Mr. Tomlinson is a native of New Jersey. He began his career in shipping in 1887 with the firm of Peter Wright & Sons, Philadelphia, one of the most influential and widely known shipping houses in those days. This firm was agent for the Atlantic Transport Co., was managing agent for the American and Red Star lines, and owned the International Navigation Co., of which the late Clement A. Griscom, a partner in the firm, was president. Mr. Tomlinson served his apprenticeship in the freight traffic department of Peter Wright & Sons. When the International Navigation Co. took over the management of its own business, he continued in the freight department with that company. When the International Navigation Co. was merged into the International Mercantile Marine Co., he was transferred to the operating department. Mr. Tomlinson remained with the International Mercantile Marine Co., until 1907, when he joined the American-Hawaiian Steamship Co. as assistant manager, and served under Capt. W. B. Burnham, who was the manager. When Captain Burnham retired in 1914, Mr. Tomlinson became superintendent of the American-Hawaiian line, the title being later changed to operating manager. During the war Mr. Tomlinson served the shipping board in an advisory capacity on operations. After the war, when W. A. Harriman purchased an interest in the American-Hawaiian Steamship Co., and the United American lines were organized to operate the fleets of the American-Hawaiian and the American Ship & Commerce Navigation Corp., another Harriman company, Mr. Tomlinson was selected as operating manager for the United American lines. He resigned from that position at the time of his election as vice president of the American-Hawaiian in 1921. His recent election as vice president of the United American Lines connects him intimately with the affairs of that company once again.

* * *

C. C. WARDLOW, assistant to R. H. M. Robinson, president of the United American Lines, has been made secretary and a director of the Atlantic Mail Corp., a subsidiary of the American Ship & Commerce Corp. which has been formed to take over the New American liners RESOLUTE and RELIANCE.

* * *

HOMER L. FERGUSON, president and general manager of the Newport News Shipbuilding & Dry Dock Co. Newport

J. D. TOMLINSON

News, Va., has been elected a director of the Hampton Roads Maritime exchange, succeeding CAPT. W. E. GRIFFITH, who resigned following his transfer to Washington by the shipping board.

* * *

CYRUS A. ANDERSON has become Pacific coast manager for the Davies-Turner Co., one of the oldest freight-forwarding corporations in the country. He succeeds JOHN W. CHAPMAN, who resigned to handle the Pacific coast affairs of the Williams Steamship Co. Both men will have headquarters in San Francisco.

* * *

C. O. BURGIN has been named general freight agent for the Pacific coast district of the Atlantic, Gulf & Pacific Steamship Corp., with headquarters at San Francisco, R. E. DIVINNEY is the new assistant general freight agent in charge of eastbound traffic and H. R. DORR assistant general freight agent in charge of westbound traffic.

* * *

GEORGE H. WELLS, formerly in charge of the European section of the New York office of the shipping board, has become traffic manager of the United States lines and STEWART ROBERTSON has been made his assistant. W. L. BULL, head of the Mediterranean division at Washington, succeeds Mr. Wells and ALLEN PRANGNELL, formerly with the S. O. Stray Co., succeeds Mr. Bull.

* * *

F. G. FRIESER, who has been made special assistant to W. B. Keene, traffic manager of the Emergency Fleet corporation, formerly was in charge of the European division of the shipping board at Washington. He will have supervision of homeward rates and traffic. J. E. ANDREWS, who has been assistant to Mr. Keene, succeeds Mr. Frieser.

* * *

R. H. M. ROBINSON, chairman of the executive committee, and during the past year acting president of the United American Lines, Inc., has been elected president. J. D. TOMLINSON has been elected vice president. Mr. Tomlinson is vice president of the American-Hawaiin Steamship Co., for which the United American lines are managing agents.

* * *

K. E. HURLBUTT has been appointed acting manager of the new office of the Luckenbach Steamship Co., at 131 Board of Trade building, Boston. The company operates an express freight service with 12 large freighters between Atlantic and Pacific coast ports, and this expansion is designed to give shippers on both coasts a special direct Boston-San Francisco service.

* * *

CAPT. FRANCIS H. ROBINSON has been appointed general agent for the Williams line, with headquarters in New York. He was for many years connected with the San Francisco offices of the Pacific Mail Steamship Co., and also was identified with the California-Atlantic Steamship Co. He served as captain in charge of marine labor, army transport service, at port of embarkation, during the world war, acting in that capacity until the armistice was signed.

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922.....	462	1,708,727	484	1,829,016
February	414	1,548,412	391	1,533,163
January	370	1,230,000	396	1,436,614
December, 1921.	398	1,372,663	436	1,604,960
November	423	1,543,430	415	1,506,071
October	413	1,662,564	428	1,644,729
September	385	1,304,544	417	1,556,645
August	478	1,583,991	390	1,300,897
July	394	1,456,304	403	1,423,109
June	408	1,368,334	419	1,425,649
May	425	1,454,033	366	1,328,643
April	410	1,453,056	438	1,509,353
March	455	1,574,526	448	1,539,885

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922.....	107	288,295	79	257,149
February	94	240,663	62	189,140
January	86	243,546	67	211,468
December, 1921..	89	256,660	90	285,894
November	89	249,873	87	252,606
October	86	239,103	67	204,652
September	60	143,434	66	195,558
August	84	208,961	61	144,029
July	75	178,925	61	148,674
June	71	176,968	74	214,524
May	110	295,617	70	178,464
April	105	255,249	79	209,854
March	102	306,512	87	242,606

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922.....	29	77,775	79	235,809
February	24	66,156	72	192,640
January	22	78,412	53	152,957
December, 1921.	24	83,609	64	184,012
November	27	84,214	60	171,235
October	23	68,037	59	151,849
September	25	75,836	51	148,987
August	44	134,193	63	173,111
July	95	267,846	173	491,104
June	140	410,926	238	728,458
May	129	398,042	201	601,675
April	57	179,852	125	375,044
March	47	143,487	88	260,053

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922.....	418	816,268	446	819,813
February	409	744,590	390	729,773
January	415	797,676	416	759,577
December, 1921	439	845,793	461	854,595
November	432	791,219	445	869,988
October	445	780,840	454	787,144
September	459	807,276	440	749,911
August	464	770,980	457	788,238
July	275	699,092	335	676,340
June	194	474,948	211	543,629
May	271	594,409	164	426,255
April	377	607,559	452	703,717
March	335	645,435	341	611,575

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922.....	107	323,515	125	362,451
February	93	294,309	103	334,507
January	72	225,800	85	274,080
December, 1921.	95	281,373	102	312,528
November	78	243,934	80	253,943
October	73	249,481	78	252,098
September	85	259,788	81	260,789
August	90	251,499	87	239,482
July	116	349,379	123	365,666
June	118	359,201	133	413,410
May	109	341,731	112	341,381
April	114	320,195	119	351,950
March	111	320,238	107	316,536

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	198	508,760	202	515,606
February	159	478,849	147	417,425
January	174	479,514	177	509,508
December, 1921.	183	528,191	180	517,996
November	177	489,119	166	454,118
October	163	431,637	157	443,447
September	168	434,912	150	387,151
August	202	519,467	192	517,253
July	158	450,050	159	436,884
June	100	331,505	110	341,278
May	106	299,777	99	282,583
April	143	339,192	163	370,070
March	149	372,824	144	369,568

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March 1922...	235	643,251	258	716,568
February	197	582,189	201	576,973
January	225	621,483	217	603,995
December, 1921.	208	576,354	271	788,172
November	209	533,483	219	600,086
October	177	431,976	176	425,186
September	191	510,646	226	628,057
August	210	478,941	194	482,451
July	157	371,379	176	410,749
June	172	440,527	195	479,495
May	166	410,047	145	354,539
April	205	515,287	210	530,283
March	201	458,079	202	452,385

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	85	241,289	56	135,671
February	76	218,853	58	153,350
January	70	185,175	42	108,423
December, 1921.	94	239,170	61	134,039
November	62	137,585	80	180,940
October	99	229,800	67	158,695
September	88	197,208	69	144,268
August	100	280,687	63	102,032
July	98	178,403	81	115,503
June	138	211,667	100	119,945
May	122	190,148	87	98,008
April	101	217,080	71	133,952
March	99	306,454	49	113,184

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	73	136,937	57	110,363
February	54	122,606	59	117,172
January	71	147,806	64	136,242
December, 1921	85	194,757	87	216,233
November	87	104,489	47	86,559
October	64	124,089	60	122,949
September	55	95,343	46	89,460
August	57	108,936	48	83,486
July	67	156,801	58	101,850
June	53	101,592	51	92,800
May	43	67,627	45	71,756
April	96	249,996	76	150,776
March	79	146,798	56	82,898

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	75	172,471	59	139,424
February	76	105,243	63	108,207
January	88	149,622	101	125,795
December, 1921.	94	161,393	81	137,450
November	66	42,054	90	69,275
October	68	124,682	76	123,276
September	54	128,611	45	119,275
August	50	117,775	40	106,243
July	45	144,913	34	101,581
June	27	100,411	31	100,580
May	35	98,885	26	77,036
April	32	119,049	28	71,958
March	39	99,455	33	94,380

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	97	78,984	92	76,531
February	84	67,080	78	68,137
January	77	69,850	77	72,321
December, 1921.	76	73,276	74	70,169
November	70	79,586	67	78,618
October	55	66,400	59	67,608
September	62	77,229	70	101,948
August	65	69,911	59	66,223
July	85	89,901	86	87,449
June	105	104,326	104	101,494
May	100	104,326	104	103,571
April	115	117,586	111	114,748
March	112	107,736	108	107,083

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922...	23	81,938	20	77,044
February	23	73,634	24	75,625
January	21	64,885	21	67,309
December, 1921.	29	92,777	32	99,527
November	24	37,712	12	16,794
October	13	21,191	8	13,652
September	10	15,345	12	26,224
August	13	17,192	13	14,265
July	13	15,195	11	9,597
June	15	15,723	12	12,749
May	4	8,324	10	8,885
April	17	54,804	19	64,310
March	24	75,529	25	80,107

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
March, 1922...	6	12,845	19	47,946
February	9	17,568	15	40,622
January	6	11,561	9	23,601
December, 1921.	4	8,876	14	43,281
November	10	19,543	16	44,187
October	6	10,417	13	37,447
September	3	5,152	19	56,024
August	17	33,428	24	55,108
July	10	17,469	16	33,712
June	11	16,603	13	35,247
May	5	9,507	16	36,377
April	17	40,418	12	25,543
March	13	19,924	14	29,618

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
March, 1922....	66	155,728	56	166,298
February	45	134,229	48	138,482
January	53	141,172	65	182,442
December, 1921	74	220,988	85	255,851
November	77	221,217	70	199,885
October	72	219,001	77	227,982
September	75	214,391	99	295,869
August	104	290,372	126	371,472
July	75	204,159	92	270,335
June	80	220,872	109	320,655
May	83	227,518	95	254,287
April	90	264,109	106	308,074
March	93	254,755	118	292,682

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
March, 1922...	99	264,306	105	283,361
February	85	232,786	82	220,175
January	85	230,682	90	244,363
December, 1921.	92	266,763	94	279,862
November	89	263,595	92	273,424
October	100	302,941	97	292,067
September	89	238,484	78	234,287
August	91	250,330	91	256,577
July	75	236,945	74	229,228
June	46	134,342	47	140,328
May	53	166,878	51	159,331
April	75	170,599	79	178,790
March	81	186,397	76	166,382

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922	48	45,312	40	105,309
February	28	27,173	30	86,028
January	32	53,779	31	92,096
December, 1921	22	42,359	21	27,001
November	23	30,705	27	46,519
October	17	36,682	16	32,223
September	24	74,633	28	26,929
August	24	15,558	21	58,492
July	28	39,566	28	54,057
June	27	33,405	19	33,187
May	19	10,705	20	38,180
April	25	44,706	26	43,695
March	34	43,102	29	41,095

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922	91	318,679	87	269,369
February	73	233,148	81	250,138
January	82	261,439	77	261,604
December, 1921	106	359,401	104	339,605
November	92	286,179	89	263,940
October	93	256,932	89	263,993
September	87	224,944	92	254,039
August	74	193,578	70	167,193
July	70	168,438	59	142,181
June	76	212,571	85	214,705
May	71	193,427	56	141,542
April	78	198,616	84	203,895
March	108	274,578	99	243,638

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1922	12	45,966	8	34,272
February	13	53,367	11	46,372
January	11	46,093	12	50,449
December, 1921	8	26,053	16	50,847
November	12	50,551	16	59,677
October	13	46,530	10	44,661
September	12	43,665	19	65,515
August	6	19,722	3	13,095
July	14	45,133	4	13,674
June	7	21,703	16	43,556
May	12	34,612	9	24,997
April	13	42,378	9	37,802
March	8	30,539	9	39,801

Pittsburgh River Traffic

Freight carried on the rivers of the Pittsburgh district during March totaled 2,096,906 tons, according to the report of the United States engineer's office in that district. The business of the three rivers was as follows:

Commodity	Allegheny River	Monongahela River	Ohio River
	Net tons		
Coal	59,380	1,564,111	170,075
Coke	.....	20,427	.....
Gasoline	1,300	290	700
Gravel	74,320	53,670	5,671
Packet cargo	.....	.....	4,146
Sand	58,922	46,688	3,900
Unclassified	14	28,366	4,896
Totals	193,936	1,713,552	189,388

The Submarine Boat Corp., New York, reports for 1921 a net loss of $6,611,997 after meeting expenses and applying $7,961,644 to depreciation of inventories. For 1920, a profit of $1,865,995 was shown. The slump in ocean shipping affected earnings, as the company's 32 cargo ships were tied up during the year, while its shipbuilding activities were sharply curtailed. Henry R. Carse, president, reports to stockholders that negotiations with foreign buyers for purchase of some of the company's standardized freighters now promise sales in the near future.

U. S. Wins Coal Markets

(*Concluded from Page* 188)

coal is the world famous Pittsburgh, which blankets southwestern Pennsylvania and northern West Virginia. This seam is sold under various trade names, the principal of which are Pittsburgh, Westmoreland, Youghiogheny, Pittsburgh-Fairmont, and Marion county gas coal.

While New York has the business contact essential for a proper selling organization under normal conditions little coal can be expected to be exported through that port for the reason freight rates from the mines are higher than to the other ports. Rail freight rates to Hampton Roads are higher than the rates to Baltimore or Philadelphia, but those last two cities are located far up-river and the distance to the sea is much further than in the case of the Virginia cities.

The export record America made during the past year was possible despite the rail charge for transportation. Following is a schedule of the rail charges on coal from the principal producing mines to the principal export ports:

District	—Philadelphia— Outside	Inside	—Baltimore— Outside	Inside	Hampton Roads Outside	Inside
Clearfield Cumberland Piedmont Myersdale	$2.60	$2.93	$2.53	$2.93	....	....
Greensburg	2.70	3.03	2.63	3.03	....	....
Fairmont Youghiogheny Westmoreland	2.85	3.18	2.78	3.18	....	....
Pocahontas Tug River Clinch Valley	....	....	....	....	$2.80	$3.04
Thacker Kanawha	....	....	....	....	2.90	3.14
Kenova	....	....	....	....	3.00	3.24

The same districts which supply Philadelphia and Baltimore also supply bituminous coal to New York but where the rate from the Clearfield mines to Philadelphia, outside, is $2.60 a ton, to the lower piers in New York harbor the rate is $3.11. Other rates to New York are correspondingly higher. The rail charges may be subject to change although it is not believed this will have much bearing upon the coal export trade.

There is an apparent discrimination of between 50 to 25 cents a ton in the rail charges on export coal to Hampton Roads and to Baltimore, the lowest rated port, but exporters find it more profitable to ship through the Virginia cities. The direction of the export movement is determined somewhat by the better loading facilities. Steamship companies prefer to make a concession in ocean rates where the coal can be put aboard quicker. Furthermore Hampton Roads is preferable to the steamer as it is not necessary, after loading, to take on a pilot and steam many miles down a river before reaching the open sea.

If America had been able to export in such large volume despite the high freight rates that have prevailed, and despite the high scale of wages that has been in effect since the war, it should be clearly demonstrated by this time that American bituminous coal has found a ready market abroad. Despite the lower costs prevailing in England, American coal is being marketed in southern Europe and in Africa. The trade of Canada is distinctly American and the United States is daily supplying the requirements of Central and South America.

The export coal business has been decidedly disorganized. The export trade has been accidental and unsought. Proper development should bring about startling results. An adequate organization of the business of marketing, it would seem, means a development of transcending importance. It is true that defects may have been prevalent in the tidewater pooling arrangement, yet because that effort at co-operative endeavor failed should not discourage the more influential business minds in the trade to work out a proper solution.

The Babcock & Wilcox Co., 85 Liberty street, New York, has been awarded a contract by the Public Service Production Co., Newark, N. J., to supply two watertube boilers for the Riverside and Fort Lee ferryboat TENAFLY.

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Allenby	Feb. 18	Grounded	Lamaline, N. F.	Jettis. cargo
Agwimars	Mar. 8	Disabled	St. Michaels	Shaft damaged
Ashtabula	Mar. 15	Collision	Overfalls Lightship	Unknown
Ario	Mar. 8	Collision	Sand Key	Not stated
Arizonan	Mar. 23	Disabled	Balboa	Prop. damaged
Angel	Mar. 22	Collision	San Diego	Heavy
Atlantenhavet	Mar. 17	Disabled	Near Mobile	Eng. trouble
Anthony Groves, Jr.	Mar. 17	Disabled	Marcus Hook	Lost prop.
Allianca	Mar. 27	Collision	Hampton Roads	Not stated
Anna	Mar. 28	Fog, col.	Near Galveston	To plates
Avon Queen	Mar. 31	Fog, col.	Off Cape Henry	Broke bowsprit
Bayou Chico	Mar. 8	Collision	Below Mobile	Bows, heavy
Balsa	Mar. 7	Ashore	Cape Charles	Not stated
Bothwell	Mar. 6	Disabled	St. John	Prop. trouble
Bryn Mawr	Mar. 25	Fire	New York	Considerable
Bess	Mar. 27	Collision	Hampton Roads	Sank
Baltimore Maru	Mar. 28	Fog, col.	Near Galveston	To forecastle
Brandon	Apr. 1	Disabled	Off Block Island	Steerer dis.
Bethore	Apr. 5	Grounded	St. Georges, S. I.	Not stated
Baltimore Maru	Mar. 29	Drag anchor	Galveston	Grounded
Burus No. 80	Apr. 1	Collision	Ellis Island	Leak. badly
Brave Coeur	Apr. 10	Disabled	Gibraltar	Eng. damaged
Cameronia	Mar. 6	Hit abutment	Halifax	Stem damaged
Chester Sun	Mar. 6	Grounded	Cherry Island Flats	Jettis cargo
Canadian Spinner	Mar. 23	Disabled	Auckland	Steerer
City of Tokio	Mar. 20	Dragged anchor	Kobe	Leak. in tank
City of Fairbury	Mar. 23	Disabled	Norfolk	Leaking
City of Bombay	Mar. 21	Disabled	Southampton	Oil tank
Camilla May Page	Mar. 13	Disabled	Jacksonville	Keel dam.
Charles A. Dean	Mar. 24	Collision	E. of Barnegat	Leaking
Clara H. Donnell	Mar. 27	Fog, ashore	Townsend's Inlet bar	Not stated
Concord	Apr. 6	Ashore	Sunken Meadows	Not stated
City of Brockton	Apr. 6	Grounded	Port Morris	Not stated
Diana	Mar. 18	Disabled	Near Cabot Island	Tail shaft broke
Dryden	Mar. 17	Disabled	Honolulu	Not stated
Diana	Mar. 28	Abandoned	At sea	Burned
Epson	Feb. 22	Fouled	River Tyne	Not stated
Eastern Temple	Mar. 8	Ashore	Seven Foot Knoll	Not stated
Eastern Sun	Mar. 7	Fire	River Mersey	Not stated
Esther	Mar. 8	Disabled	San Francisco	Leaking
Effna	Mar. 23	Lost anchor	Newport News	Not stated
Ecola	Mar. 20	Struck reef	Coos Bay	Bottom dam.
Eastern City	Mar. 28	Ashore	Near Reval	Leaking
Edith Nute	Mar. 27	Ashore	Chatham Beach	Total loss
E. C. Adams	Mar. 31	Collision	Shelburne Light	To stem, sails
Fairhaven	Mar. 20	Dis., in tow	Manzanillo	Waterlogged
Frank D. Stout	Mar. 15	Ashore	W. of Ballard Rocks	Not stated
Frode	Mar. 31	Fog, col.	Off Cape Henry	Unknown
Grace Clinton	Mar. 4	Fire	Block Island	Not stated
G. R. Crowe	Feb. 23	Storm	At sea	To deck, etc.
Gladys M. Taylor	Mar. 11	Stranded	Marquesas	Not stated
Gorredyk	Mar. 13	Storm	At sea	To deck fittings
Garfield	Mar. 26	Fire	Beach Channel	Not stated
Gay Head	Mar. 27	Fog, col.	Buzzards Bay	Heavy to superstructure
Gaffney	Mar. 29	Collision	Constantinople	Unknown
Glendola	Mar. 29	Collision	Yonkers	Not stated
Harold Walker	Mar. 23	Broke moorings	Norfolk Harbor	Not stated
Hoxbar	Mar. 27	Lightning, fire	Near Mobile	Heavy
Huron	Apr. 4	Ashore	San Pedro de Macoris	Hole in bottom
Hazel Trahey	Apr. 1	Disabled	Barbados	Leaking
Irene M. Davidson	Mar. 7	Strained	Bay View	Seams opened
Italia	Mar. 25	Grounded	New Bedford	Undamaged
Iowan	Mar. 31	Fire	Balboa	To cargo
James Timpson	Mar. 5	Disabled	Colon	Burnt bearings
Joseph S. Zeeman	Mar. 7	Storm	Metenic Ledge	Ashore
J. A. Bostwick	Mar. 23	Disabled	Norfolk	Eng. trouble
Jacques Cartier	Mar. 17	Ashore	Havre	Undamaged
John D. Archbold	Mar. 19	Grounded	Off Romer Shoals	Not stated
Key West	Feb. 22	Fouled	River Tyne	Not stated
Kennecott	Mar. 8	Collision	Sand Key	Stern dam.
Kremlin	Mar. 25	Ashore	Off Sabine Pass	Heavy
Korona	Mar. 30	Disabled	Bermuda	Air pump dam.
Katherine	Mar. 30	Grounded	Sandwich Harbor	Undamaged
Luna d'Miel	Mar. 4	Stranded	Cape Hatteras	Not stated
Lenape	Mar. 15	Grounded	Robbins Reef	Undamaged
Levi W. Ostrander	Mar. 7	Disabled	Astoria	Lost sails
Lord Ormonde	Mar. 10	Pumps choked	Queenstown	Water in peak
Lake Winthrop	Mar. 11	Disabled	Off Hatteras	Eng. trouble
Lord Strathcona	Mar. 15	Disabled	At sea	Prop. shaft broke
Lake Elmhurst	Mar. 26	Collision	Philadelphia	To plates
Lydia McClellan Baxter	Mar. 25	Struck rocks	Fort St. George	Leak.badly
Lewis Luckenbach	Mar. 30	Collision	Delaware River	Undamaged
Matoa	Mar. 5	Stranded	Blackfish Bank	Not stated
Maumee	Mar. 15	Ashore	Cape Fear bar	Undamaged
Marie Borges	Mar. 27	Sprung leak	Newport News	Sank
Metapan	Mar. 24	Collision	E. of Barnegat	Plates dam.
Malvern	Mar. 26	Collision	Off Fort Wadsworth	Sank
Miramar	Mar. 27	Fog, col.	Buzzards Bay	Heavy
Munwood	Mar. 20	On reef	Near Puerto Padre Light	Jettis. cargo
Mazama	Mar. 30	Collision	Philadelphia	To stern
Margaret, Thomas	Mar. 6	Collision	NE of Barnegat	Not stated
Mundelta	Mar. 6	Collision	NE of Barnegat	Not stated
Mulqueen, Jr.	Mar. 30	Ashore	Cape Cod Canal	Undamaged
Mongolia	Apr. 4	Fire	Hoboken	To refrig. plant
Monterey	Apr. 1	Fire	At sea	Not stated
Mar Blanco	Apr. 4	Collision	Near Galveston	To bow & stem
Nuria	Mar. 23	Disabled	At sea	Blew out cyl. head
New England	Apr. 3	Disabled	Aberdeen	Boilers dam.
Neptune No. 11	Apr. 9	Struck rocks	Fort Warren	Sank
Orthia	Mar. 6	Disabled	Mid-Atlantic	Burst pipe
Optimist	Jan. 28	Sprang leak	At sea	Sank
Olive Moore	Mar. 6	Heavy weather	Near Barbados	Rigging dam.
Ophir	Mar. 12	Disabled	New York	Prop. trouble
Osakis	Mar. 17	Not stated	Syria	Cargo dam.
Orlando V. Wootten	Apr. 8	Ashore	Barnegat	Not stated
Pensacola	Mar. 8	Collision	Below Mobile	Bows badly dam.
Potomac	Mar. 17	Fire	New York	Not stated
Patrick Henry	Mar. 25	Struck wharf	Part Eads	Undamaged
Patrick & Michael	Mar. 31	Collision	Shelburne Light	Heavy
Poleric	Mar. 25	Fire	Calcutta	Heavy
Persier	Apr. 5	Leaking	New York	Jettis. cargo
Port Angeles	Apr. 1	Disabled	San Francisco	Lost rudder
Palitan	Apr. 4	Not stated	NE of Derna	Sank
Rockaway Park	Mar. 9	Disabled	New York	Eng. trouble
Romeo	Feb. 23	Fire	Azores	Heavy
R. L. Borden	Mar. 9	Ashore	Feltzen South	Not stated
Ricameron	Mar. 28	Fog, ashore	Off Nantucket	Wrecked, total loss
Silvio Pellico	Mar. 8	Grounded	Fort Mifflin Bar	Not stated
Scotsburn	Mar. 20	Sinking	Off Cape Sable	Abandoned
Saxon	Mar. 24	Grounded	Near Jacksonville	Jettis. cargo
Stanley Dollar	Mar. 26	Disabled	At sea	Lost hawser
Spilsby	Mar. 24	Disabled	At sea	Short bunkers
Southwestern Miller	Mar. 26	Collision	Philadelphia	Undamaged
Silversand	Apr. 5	Disabled	Off Clifton	Condensers dis.
San Francisco Maru	Apr. 3	Rudder dis.	Near Kobe	Ashore, leak
Santa Rosalia	Apr. 3	Disabled	Romer lighthouse	Not stated
Sorata	Apr. 8	Disabled	Newport News	Bunkers heated
Tulsagas	Mar. 17	Disabled	Near Mobile	Eng. trouble
T. J. Sherman	Mar. 27	Collision	New Bedford	Stern dam.
Thetis	Apr. 5	Ice floes	St. Johns, N.F.	Heavy
Verbania	Mar. 12	Collision	River Thames	Heavy
Willkeno	Mar. 10	Fire	Catania	To eng. & cargo
West Munham	Mar. 7	Struck rocks	Heligoland	Water in hold
West Durfee	Mar. 5	Disabled	Falmouth	Turbine trouble
West Caruth	Mar. 23	Grounded	Cherbourg	Leaking
West Quechee	Mar. 23	Lost anchor	Lamberts Point	Not stated
Western Glen	Mar. 15	Grounded	Near Odessa	Jettis. cargo
William S. McDonald	Mar. 17	Disabled	Bermuda	Leaking
Westmead	Mar. 15	Disabled	Dartmouth	Eng. trouble
West Isleta	Mar. 17	Disabled	Boston	Steerer trouble
W. J. Hanna	Apr. 6	Disabled	Peruvian coast	Broke engine shaft
West Himrod	Apr. 2	Collision	Colon breakwater	To port bow
Wolsum	Apr. 2	Collision	Colon breakwater	Not stated
Willpolo	Apr. 6	Disabled	Off Corinto	Lost prop.
Zenon	Mar. 31	Leaking	New Orleans	Water in hold

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

* * *

Use Diesel Unit for Lighter

* * *

STARBOARD SIDE OF DIESEL ENGINE LOOKING AFT

WORTHINGTON, a self-propelled, single screw, diesel engine driven derrick lighter, has been delivered to the Worthington Pump & Machinery Corp., New York, to replace its steam derrick DANIEL WHEELER used for handling the company's products in New York harbor and vicinity.

The hull is wood. The length is 133 feet, beam 35 feet, loaded draft 10 feet, gross tonnage 333, net tonnage 225. The lighter is of unusually heavy construction to withstand the hard usage incident to service around the docks and harbor shipping. The hull is full bodied in order to provide the necessary stability for operating the cargo derrick at long radii.

An A-frame derrick of 20-ton lifting capacity, of steel lattice work construction, is mounted abaft the midship line with a back leg extending to within a few feet of the stern. About 15 feet above the deck, this back leg is divided into a fish tail, the two parts spreading out to within five feet of the rail on each side. The top of the A-frame stands 70 feet above the main deck line. The derrick boom is 90 feet long and is stepped on a tripod base seven feet above the main deck. This construction permits the lighter to lie alongside high sided ships and handle cargo on deck or in the holds without using the ship's own cargo booms.

The derrick is mounted on foundations built up on fore and aft and athwartship trusses under the main deck. In the vicinity of the trusses, the spaces between hull frames and between deck beams are filled in solid with timbers. Large U-bolts hold the derrick leg down and pass through the trusses to the hull framing so that all the stresses from the derrick are carried right to the bottom of the hull.

In the space between the derrick A-frame and the back leg is located the deck house containing living quarters for the crew, operating room for controlling the derrick, and the pilot house. From the A-frame to the bow of the boat is clear deck space for cargo stowage. On boats of this type, it is customary to carry all cargo on deck but on this vessel a large main deck hatch is provided so that perishable freight can be stowed in the hold if it should be necessary to keep it on board for any great length of time.

The engine room is located in the stern and contains the main propelling engine, the auxiliary generating engine, for supplying current to the derrick motor, auxiliaries and electric lights, the emergency lighting set, auxiliary air compressor, auxiliary lubricating oil circulating pump, auxiliary cooling water circulating pump, oil cooler, hot water heating boiler and starting air tanks.

The main engine is a Worthington 2-cycle, solid injection, 4-cylinder diesel engine, with cylinders 15¼ inches diameter by 16 inches stroke, developing 300 brake horsepower at 275 revolutions per minute. All of the control gear and fuel pumps are included in a subassembly at the forward end of the engine. On the after end, just abaft the flywheel, is another subassembly consisting of a lubricating oil circulating pump, starting air compressor, and mechanical cylinder lubricators, all driven from one eccentric. Attached to the aft end of the engine bed is a ball thrust bearing.

On the starboard side forward is an auxiliary set consisting of a Worthington 2-cycle, solid injection, 2-cyl-

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

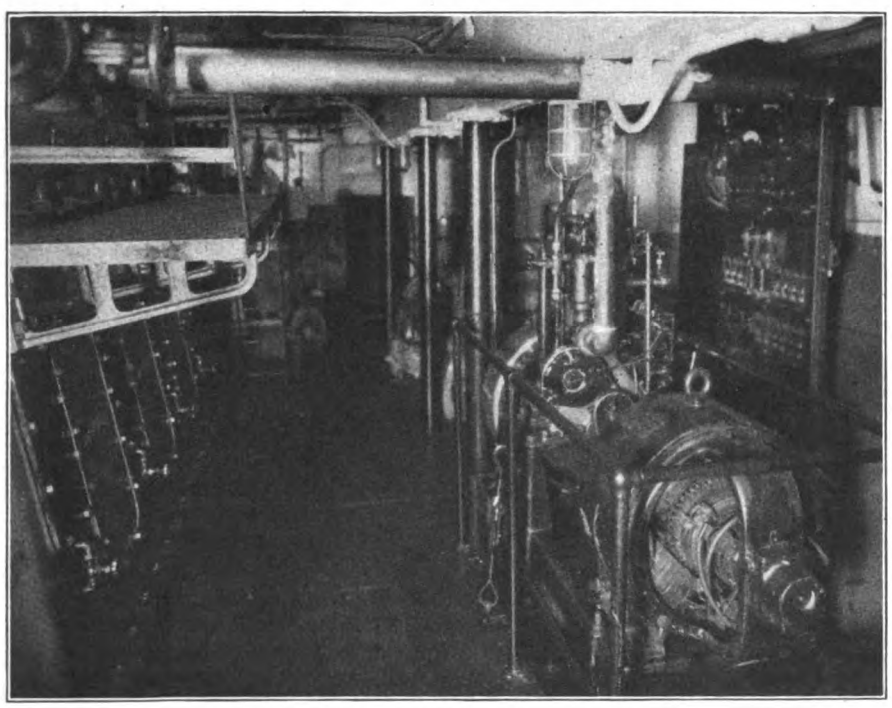
inder, diesel engine of 50 horsepower, direct-connected to a General Electric, 38 kilowatt, direct current generator delivering current at 220 volts. A cooling water circulating pump, a bilge pump, and a lubricating oil circulating pump are attached to this engine. This set supplies current for operating the derrick engine, auxiliary air compressor, auxiliary pump, and electric lights.

For pumping up starting air when the main engine compressor is not in operation, a Blake & Knowles, 2-stage, motor driven compressor, manufactured by the Worthington company, is provided. This compressor has a Cutler-Hammer automatic starter which can be set to maintain the air in the starting air reservoirs at any desired pressure. A combined pressure gage and electric switch makes contact and closes the starting circuit to the air compressor motor when the air pressure in the tanks falls to the desired minimum and breaks contact when full pressure is reached. As long as the main attached compressor keeps the pressure in the starting air tanks between 250 and 350 pounds, the auxiliary compressor does not operate but if engine maneuvers are made so frequently that the attached compressor can not keep up the supply and the pressure falls to 250 pounds the starter gage closes the circuit, the auxiliary compressor starts without attention from the engineer and keeps running until the air pressure reaches 350 pounds when the starter gage opens the circuit and the auxiliary compressor stops.

For emergency use, if the lubricating oil pump on either the main or auxiliary engine stops working a motor driven rotary oil pump is provided. For emergency cooling water circulation, a Worthington 2-inch volute, centrifugal, motor driven pump is provided. This pump has a connection to the bilge and can also be used to supply water to the fire hydrants on deck.

A Griscom-Russell vertical oil cooler is located in an accessible position on the port side of the main engine and is so connected that it may be used to cool the bearing lubricating oil or in cold weather, if the oil is too stiff for proper circulation, the hot jacket water from the engine may be circulated through the cooler and the oil heated.

For supplying current for lighting the boat or operating any of the auxiliary pumps when the 50-horsepower auxiliary set is shut down, a Cummins oil engine of 7 horsepower is provided, connected to a 6-kilowatt generator. This engine operates on the Hvid principle, burns the same fuel as the main engine and can be started by hand. If for any reason all the starting air should be lost, so that the 50-horsepower auxiliary engine can not be started, this small set can be started by hand and will supply power enough to operate the auxiliary air compressor and pump up the starting air to required pressure.



STARBOARD SIDE OF ENGINE SHOWING AUXILIARY ELECTRIC LIGHTING SET AND SWITCHBOARD

Starting air at 350 pounds pressure is stored in six cylindrical tanks of about 20 cubic feet capacity each, located in the extreme aft end of the engine room. This greatly exceeds the air requirements for the engine but the owners of the boat wished to be on the safe side and insure the boat against loss of maneuvering power in situations where complicated maneuvers are required around crowded docks or among harbor shipping. In service it has been found that for normal operation two of these tanks are ample.

Air at 100 pounds pressure for operating the whistle is stored in a tank that is a duplicate of the starting air tanks. Air is supplied to it through a reducing valve from the starting air reservoir. This tank was made of the same strength as the starting air tanks as a safety precaution in case the reducing valve should get out of order and permit full pressure of air to enter the tank. The WORTHINGTON carries on top of the pilot house a Strombos duplex sound signal.

Ample Fuel Storage

The fuel supply is carried in two cylindrical steel tanks, of 4-ton capacity each, located outboard, one on each side in the hoisting engine compartment just forward of the engine room. At the main deck level in the engine room entrance, just above the main engine are located two daily service tanks each of sufficient capacity to operate the main engine continuously for six hours. A small pump driven from the crankshaft of the 50-horsepower engine transfers oil from the main tanks to the service tanks and a hand-operated oil pump is provided as a standby. On the port side just forward of the fuel tank is a fresh water storage tank, while in a corresponding position on the starboard side is the lubricating oil storage tank.

In a compartment just forward of the engine room is located the hoisting engine for operating the derrick. This is a 5-drum machine driven by a 25-horsepower General Electric motor and built by the National Hoisting Engine Co. The wire cable from each drum is led by means of suitable pulleys to a point directly beneath the derrick then up through the deck to its proper place on the derrick. By means of reach rods and bell cranks, the controls for all drums are operated by a bank of levers located in a glass enclosed operating room directly beneath the pilot house. A controller of the trolley car type for controlling the hoisting engine

Generated on 2024-07-27 04:25 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

motor is also located in this room.

At the level of the main deck in the deck house are two single and two double staterooms, one for the chief engineer, one for the assistant engineer, one for deckhand and cook and one for two deck hands. At the after end of the deck house on the port side is the galley, opening into the mess room on the starboard side. On the second deck in the deck house are two staterooms, one for the captain and one for the mate. On the same level and just forward of these two staterooms is the derrick operating room. Above the operating room is the pilot house, handsomely finished in hardwood. The appointments and finish of all the living quarters are somewhat above the average practice in harbor work boats.

Protection Against Fire

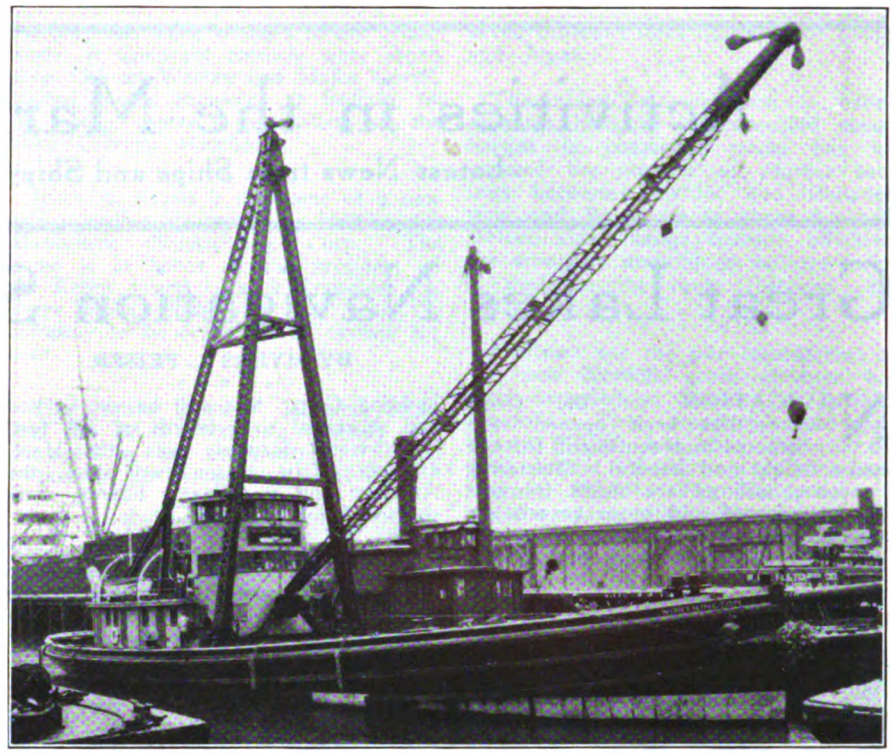
In addition to the usual fire fighting equipment required by law additional protection against oil fires is provided in the form of a Foamite Firefoam engine of 80-gallons capacity installed in the forward part of the engine room hatch with sufficient hose attached to reach any part of the boat. In case of fire this machine is put into operation simply by opening one valve and the 80 gallons of mixture will produce 700 gallons of fire smothering foam under sufficient pressure to project it 50 feet from the hose nozzle.

For heating the boat, an Arcola hot water system of the ordinary house heating type is installed, the heating unit being located in the engine room. During the severe weather of the past winter this system proved effective and some of the radiators from the living quarters were removed to reduce the heating effect.

For use in warping the vessel, pulling on lines, etc., a warping winch, driven by a 10-horsepower motor is located inside the deck house in the forward end of the engine room hatch, with a through shaft extending outside the deck house on each side and a drum on each end of the shaft.

The WORTHINGTON was built by the Vinyard Shipbuilding Co., Milford, Del., from designs prepared by Eads Johnson, naval architect, New York. In preparing the designs for this vessel, the naval architect collaborated with the Worthington company's engineers with a view toward achieving the most successful adaption of this new type of power equipment to the special conditions of the service in which the boat was to engage. The derrick was built and installed by the Terry Mfg. Co., New York.

The boat was brought from the builders' yard to deep water in Delaware bay through the shallow and tortuous water of Mispillion creek under its own power, a trip requiring six days of almost constant maneuvering with the main engine. During this time the engine, although new and not run in, met all the requirements of rapidly repeated maneuvers in a completely satisfactory manner, the vessel then completed a sea trip in severe winter weather to New York without the slightest interruption.



DIESEL-DRIVEN DERRICK LIGHTER SHOWING ARRANGEMENT OF A-FRAME. THIS FRAME EXTENDS 70 FEET ABOVE DECK AND CARRIES A 90-FOOT BOOM. THE CAPACITY OF THE DERRICK IS 20 TONS

Obituaries

James Tregarthen, head of James Tregarthen & Sons Co., shipwright, with a drydock and yard at the foot of Seventh street, New York, died April 11 at his home in Brooklyn. Mr. Tregarthen was born in the Scilly islands in 1841 and came to this country in 1861. For more than 50 years he had been conducting a shipwright business.

Charles Lincoln Seabury, naval architect and marine engineer, died April 7 in a New York hospital from a complication of diseases. He was 61 years old. He was the designer or builder of more than 2000 pleasure boats, among them being H. H. Rogers' KANAWHA, George Gould's NIAGARA IV, Gen. Brayton Ives' VITESSE and M. C. D. Borden's steam yacht SOVEREIGN. Mr. Seabury, who was born in Tiverton, R. I., organized the Charles L. Seabury Co. when he was 22 years old, to engage in shipbuilding at Nyack, N. Y. Later this company was consolidated with the General Engine & Power Co. Mr. Seabury invented several boilers and engines, perfecting the naphtha engine before the internal engine came into general use. Seven years ago he became a consulting naval engineer and during the war was an advisor of navy contracts. In 1918 he joined Carlos De Zafra in organizing Seabury & De Zafra, 150 Nassau street, New York, consulting naval architects and marine engineers.

Allen J. Wolcott, general superintendent of the Iron Steamboat Co., died recently at his home in Grantwood, N. J. He was 48 years old. He started with the company in 1892 as a fireman, became an oiler in 1900, was made assistant engineer in 1902 and chief engineer in 1907. In 1920 he became general superintendent.

Dr. L. H. Davis, ship surgeon of the Munson liner PAN-AMERICA, died recently aboard ship, from apoplexy.

John W. Graham, superintendent-engineer of the Bull Steamship Co., died recently, aged 50 years. He was a native of England and a member of the Society of Naval Architects and Marine Engineers.

Capt. William C. Hodgkins of the Boston office of the United States coast and geodetic survey, died suddenly, recently at Charleston, S. C. Captain Hodgkins was one of the best known geodetic and hydrographic engineers in the country.

Generated on 2024-07-27 04:26 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Activities in the Marine Field

Latest News from Ships and Shipyards

Great Lakes Navigation Season Opens

BY MYERS L. FEISER

NAVIGATION on the Great Lakes has been opened with prospects and sentiment for the season bright and hopeful. Chartering is active, sailings are more frequent than anticipated and more vessels are being prepared for service this year than last. Vessel owners and operators are looking forward to a considerably more prosperous year than developed in 1921.

Adding to the feeling of a better season is the increasing activity among shipbuilders. Two new ships definitely have been contracted for and others are up for figures or are in a more or less preliminary stage. One of the new ships is a 12,000-ton steel bulk freighter being built at the Ecorse yards of the Great Lakes Engineering Works for the Wilson Transit Co., Cleveland. She will be 605 feet long and is to be ready for delivery Oct. 1. The other is a 7500-ton self-discharging steamer being built by the Manitowoc Shipbuilding Corp. for the Rockport Steamship Co., Sheboygan, for coal, stone and gravel cargo. She will be 450 feet long, 56 feet wide and 30 feet deep.

Contracts for two lake passenger steamers, for which the Detroit & Cleveland Navigation Co. recently took bids, still are open and it is not known what steps the company will take in regard to them. They were to be equipped with 16-foot boilers. Besides these, it is reported three other lake steamers have been up for figures, each to be equipped with larger boilers, measuring more than 17 feet in diameter.

The first steamer through the Straits of Mackinac this season was the WILLIAM A. REISS, which passed Mackinaw April 14. The vessel had loaded coal at Ashtabula for Manitowoc. The first to leave the head of the lakes were the PHILIP MINCH which left Duluth April 18 and the THOMAS WALTERS which left Fort William the same day.

Little if any effect of the coal strike was felt early by Great Lakes shipping.

* * *

Among the first steamers to stir on the Great Lakes this season was the LAKELAND which left Cleveland March 25 for Detroit to bring back a load of automobiles.

* * *

On March 28 the steamer WESEE returned to Cleveland from Sandwich, Ont., for her second cargo of coal for the fuel dock at that port.

* * *

To be shortened 30 feet in order that she may be used in the Welland canal trade, the steamer JOSEPH W. SIMPSON is at the yard of the Manitowoc Shipbuilding Corp. She will be cut in two and shortened to a length of 251 feet. The vessel formerly was the MANCHESTER. Last season two ships, the ANDASTE and the PARKS FOSTER, were shortened for the canal trade.

* * *

Effective May 15, the characteristic of the Point Iroquois light station will be changed to flashing every four seconds, the flash being 0.8 second's duration.

* * *

Ready for the opening of the season, new rigs were placed on the Boston dock of the Superior Coal & Dock Co. at the head of Lake Superior.

* * *

In the upper St. Mary's river, cross channel buoy 3 on the opening of navigation was moved 100 yards, 318 degrees, to better mark the shoal in that locality.

* * *

Directors of the Sandusky & Islands Steamboat Co., which operates the steamer ARROW between Sandusky and the Lake Erie islands, recently were re-elected by the stockholders and April 9 was fixed as the day for the ARROW's first trip.

* * *

On the opening of navigation, the characteristic of the Round Island light station was changed to flash every two seconds a flash of 0.5 second's duration. Intensity of the white light was increased to 190-candlepower and of the red light to 60-candlepower.

* * *

The derrick of the lighter RESCUE was wrecked recently when the lighter struck the Superior viaduct in Cleveland while being towed from the yard of the Great Lakes Towing Co., bound for Detroit.

* * *

The Racine & Milwaukee Steamship line has been consolidated with the Goodrich Transit Co., according to H. W. Thorp, president and general manager of the Goodrich line.

* * *

Effective April 29 on domestic shipments and April 20 on export, the Canadian Pacific railroad reduced lake and rail rates on grain and grain products 5½ cents per 100 pounds for domestic consumption at destination and 1 cent per 100 pounds for export, applicable between the head of the lakes and points in eastern Canada and eastern United States.

* * *

Appointment of the following officers of the Interstate Steamship Co.'s fleet is announced: B. F. JONES, G. W. Swails master and William Sicken engineer; JAMES LAUGHLIN, F. N. Watts master and Ed Reilly engineer; W. L. KING, F. H. Reid master and W. H. Ballard engineer; and THOMAS WALTERS, M. G. ALLEN master and W. A. Long engineer.

* * *

Sale of the steamer CALCITE has been made by the Calcite Transportation Co., Detroit, to the Michigan Limestone & Chemical Co. which has had the steamer under charter for a number of years. She will be used in the stone trade. She was built in 1912 and carries 5500 tons.

* * *

Officers of vessels in the Cleveland & Buffalo Transit Co.'s fleet have been named as follows: SEEANDBEE, Capt. Hugh McAlpine and Charles Lorimer, chief engineer; CITY OF BUFFALO, Capt. A. H. MacLachlan and D. Donaldson, chief engineer; CITY OF ERIE, Capt. E. S. Pickell and George Turnbull,, chief engineer; and STATE OF OHIO, Capt. Ralph Spurrier and Alex Greb, chief engineer.

* * *

Arrangements have been completed for operation of vessels of the Great Lakes Transit Corp. out of Milwaukee. Docks and offices have been taken at 225 Erie street with Vincent Carbone in charge of the Milwaukee district as general agent. Three sailings will be made weekly, the vessels making Chicago, Milwaukee and Buffalo.

* * *

The steamer EASTERN STATES of the Detroit & Cleveland Navigation Co. opened the passenger season April 4, making the trip from Detroit to Cleveland.

* * *

Four boats of the Interstate steamship Co.'s fleet have been sold to the Valley Camp Steamship Co. Officers of the company are: President, J. A. Paisley; vice president, P. W. Sherman; treasurer, R. J. Paisley; and secretary, John McCartney Kennedy. The four boats and their new names are: COLLIER, now JOHN MCCARTNEY KENNEDY; BALTIC, now JOHN W. AILES; SARGENT, now C D. NIENABER; and ELMORE, now P. W. SHERMAN.

* * *

The Cleveland & Buffalo Transit Co. set April 29 for the opening of its season with the sailing of the steamer CITY OF ERIE.

* * *

Wireless telephones are to be installed on the steamers of the Detroit & Cleveland Navigation Co. this season and on the SEEANDBEE of the Cleveland &

Generated on 2024-07-27 04:26 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Buffalo Transit Co. All of the seamers in the Hutchinson fleet will have wireless telegraph this season for the first time.

* * *

Another vessel has been added to the fleet of the Mathews Steamship Co. by the purchase from the Franklin Steamship Co. of the B. F. BERRY. The price was $400,000. She was built in 1908, has a capacity of 8500 tons, keel of 480 feet, beam of 52 feet and depth of 30 feet.

* * *

The steel tug EDITH A, owned by the Schacht Fish Co., Sandusky, recently was found submerged at her dock when Capt. George J. Wick and her crew arrived to take her out for the opening of the fishing season. It was suspected she was sunk by a seacock left open. She was floated successfully.

* * *

The United Fisheries Co.'s tug CZARINA recently was found adrift in Sandusky bay, her line having been severed.

* * *

Cargo insurance rates on grain will be the same for the 1922 season as for 1921, it has been announced and it is not expected any change will be made in the coal or ore rates.

* * *

Clearing for Sandusky March 17, the steamer JOSEPH BLOCK was the first to sail from Lorain for the 1922 season.

* * *

Statistics compiled by the Lake Carriers association show that 366 vessels of 1,823,967 tons are owned in Cleveland.

* * *

Improvements in the breakwater at Fairport and some changes in the breakwater at Conneaut recently were urged upon Colonel Warren and Major Covell, United States engineers at Buffalo, by the shore captain's committee of the Lake Carriers association.

* * *

JOHN A. KLING is the name of a new self-unloading steamer being built by the Manitowoc Shipbuilding Corp. The name is in honor of the president of the Kelley Island Lime & Transport Co. Peter Reiss, Sheboygan, will head the company to be organized to operate the boat.

* * *

The steamer JOHN F. MORROW, formerly the E. N. BREITUNG, recently was damaged by fire at Montreal. She is owned by the George Hall Coal Co.

* * *

The YALE of Cleveland, harbor tug at Sandusky, in March reported at Sandusky for the 1922 season. She is in command of Captain Gasteier.

* * *

Early in March, the barges J. J. BARLUM, GOLDEN AGE and IRON CLIFF were loaded at Sandusky with coal for Detroit river points. They waited arrival of the tug GUARDIAN from Cleveland.

* * *

The United States lake survey reports the monthly mean stages of the Great Lakes for the month of March, 1922, as follows:

	Feet above mean sea level	
Lakes	February	March
Superior	601.43	601.35
Michigan-Huron	579.23	579.40
St. Clair	573.25	573.96
Erie	571.17	571.39
Ontario	244.70	245.08

seven different lines destined for China and Japan.

* * *

The Inland Transportation Co., which operates lines of self-propelled steam barges in coastwise trade, has increased the number of regular sailings between Norfolk and Philadelphia and Baltimore to three a week. Before this change became effective, the company maintained sailings twice a week in the route between the ports.

* * *

Contract for the pile foundations of the new Norfolk grain elevator has been awarded to Sanford & Brooks, Norfolk. That company's bid was nearly $10,000 less than that of the next lowest of the six bidders and was for $92,941. The foundation will require nearly 3000 piles; includes in its specifications a cofferdam to cost $14,000, and excavating expense of $12,500.

* * *

After nearly two years of inactivity, the steamship SUSANNA, flying the Italian flag, is to put to sea. The ship, which is British built and over which the flags of three nations have flown, has been idle at Norfolk since July 20, 1920, when she came into port under the American flag and became the subject of litigation. She was taken over by a New York bank to which she was mortgaged. Later she was again sold and placed under Italian registry. The last price paid for her was $75,000. The SUSANNA was fitted out for sea at Colonna's Shipyard, Inc., to take a cargo of coal to Genoa. The operator of the SUSANNA is the Italia-American Navigation Co.

* * *

It has been announced at the offices of Castner, Curran & Bullitt, Norfolk, steamship agents, that vessels of the Nippon Yusen Kaisha, one of the largest Japanese steamship lines, will call regularly at Norfolk for general cargo. The Nippon Yusen Kaisha maintains frequent service between New York and Japanese and Chinese ports and the vessels have been calling intermittently at Norfolk for some time. The service to be given out of Norfolk from now on is to be put upon a more regular schedule.

* * *

The Dutch steamer KELBERGEN, which arrived at Norfolk March 24, discharged from Huelva, Spain, one of the largest cargoes of pyrites handled at the port within recent months. This was 3500 tons of a total cargo of 10,700 tons, the remainder being for Baltimore.

* * *

Directors of the Hampton Roads Maritime Exchange have voted unanimously in favor of a subsidy for the American merchant marine by the government, and voted also to send a committee to Washington to exert the influence of this organization to secure the adoption of some plan of putting the merchant marine "on its feet."

* * *

Three new members have been elected to the Hampton Roads Maritime

From the South Coast

DESPITE the big decline in overseas coal trade in 1921, the port of Hampton Roads suffered less than the other coal shipping ports of the country. This is revealed by the report just issued by the department of commerce, which shows that overseas exports of coal for the United States amounted in 1921 to 8,691,422 tons. The port of Hampton Roads, excluding shipments to Canada, exported 5,919,844 tons, or 68 per cent of the quantity shipped abroad for the entire country. The country's coal exports in 1920 were 19,899,002 tons. In 1921, Canada took 12,483,550 tons of coal from the United States.

* * *

The Norfolk city council has appropriated $160,000 to pay for preliminary dredging at the site of the new municipal terminals. This is the first actual step in the construction of the terminals. Along with appropriation, council adopted an ordinance authorizing issuance of $1,000,000 in 5 per cent 30-year bonds to be disposed of when necessary for payments on the port terminal work. The total amount authorized by the electorate for the terminal project is $5,000,000.

* * *

Members of the Sewalls Point Coal exchange have formally ratified a decision to wind up the affairs of the company and to discontinue the pooling arrangements under which the exchange was operated. The exchange has handled pool coal shipped over the Virginian Railroad to the Sewalls Point terminals. It was a membership organization, although at the same time a regularly incorporated company.

* * *

Growth of trade between Hampton Roads and the Orient, as evidenced by a large increase in the number of ships recently scheduled to load at Norfolk and Newport News is considered by shipping men to be one of the most significant advances made by the port during the past two years. On the official list of cargo sailings issued by the Hampton Roads Maritime exchange were 14 vessels, of

Generated on 2024-07-27 04:26 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Exchange, as follows: Neptune Line, Inc., Mexican Petroleum Corp. and the Newport News branch of the International Mercantile Marine Co.

* * *

Calling attention to the fact that the Norfolk navy yard during the past year manufactured a greater volume of paint than all the other east coast yards combined, Admiral Andrews, commandant of the yard, has suggested to the navy department the concentration there of all paint manufacturing for the eastern yards. The present normal capacity of the paint factory at the yard is 2000 gallons a day.

* * *

The Panama bark MARIE BORGES, loaded with coal, mysteriously sank in the fairway at Newport News early March 27, but contrary to early reports did not block the channel. Several of her crew escaped in small boats, reporting that the craft filled rapidly and went down a short time after they found she was leaking. The bark, formerly the Norwegian sailing ship SIERRA MIRANDA, recently was purchased by Browne Willis and had completed loading a cargo of coal for Costa Rica.

* * *

Six 50-foot power boats which are being built at the Norfolk navy yard in competition with Mare island, will probably be completed by July 1. This is contingent, however, on the promptness with which engines for five of the boats are delivered. An engine for one of the boats is on hand. The probable cost of these boats will be $16,000 each.

* * *

Heavy movement of coal to New England in anticipation of the strike in the union fields on April 1 has kept coal movement from Hampton Roads piers at an unusually high level in comparison with that which was maintained during the fall and early winter. In the week ended March 24, 477,133 tons of coal broke the year's record again, going over the mark reached in the week ended March 3, when dumpings amounted to 365,430 tons.

Along the Atlantic Bays

THE steamship BREEDYCK of the Holland-American line recently made Philadelphia on her maiden voyage. She is an oil burner, 400 x 54 x 31 feet, built at Bolnes, Holland, and equipped with Harland & Wolff machinery.

* * *

A ferry between Cape May and Lewes, Del., tentatively is planned by the New Jersey and Delaware highway commissions to eliminate unnecessary travel for tourists in South Jersey. This has been talked of for several years but it is said present plans represent the furthest development the project has reached.

* * *

Internment of 82 additional destroyers of the United States navy has begun at League Island, Philadelphia. The boats are from various Atlantic ports and their internment is to be indefinite.

* * *

The John Baizley Iron Works at Philadelphia has been awarded contract for the repair of the Belgian steamship INDIER which recently arrived with bows damaged by ice floes.

* * *

The Kerr line was to open a service between Philadelphia and the Orient with the sailing about April 15 of the Norwegian steamship TILTHORN with a cargo of steel, case oils and general merchandise.

* * *

After having been employed between Tampa and St. Petersburg, Fla., during the winter, the Wilson liner CITY OF PHILADELPHIA has been returned for the regular schedule between Philadelphia, Pennsgrove and Wilmington.

* * *

The American Ship & Commerce Corp. announces the election of Van Lear Black, Baltimore, to its board of directors. Mr. Black is chairman of the board of the Fidelity & Deposit Co. of Maryland, chairman of the board of the Fidelity Trust Co., Baltimore, and is owner of the *Baltimore Sun*.

* * *

The first vessel to discharge cargo at the new Camden municipal pier was the Munson liner LAKE FALAMA with sugar from Nuevitas. The first to load at the pier was the Norwegian steamship JOSEPH J. CUNEO.

* * *

The reported abandonment and sale by the war department of the iron pier at Lewes, Del., is being investigated by the harbor and navigation committee of the Philadelphia chamber of commerce. Joseph F. Hasskari is chairman of the committee.

* * *

The steamer ANTHONY GROVES JR. of the Ericsson line, Philadelphia to Baltimore, has been placed in her regular run.

* * *

Iceboats 1 and 2, owned by the city of Philadelphia, recently were drydocked at the yard of the Sun Shipbuilding Co., Chester, Pa., miscellaneous repairs before being tied up for the season.

* * *

Corn stored in Baltimore elevators having broken all previous records, the Western Maryland railroad is planning two additional units of 1,000,000 bushels each as extensions to its elevator at Port Covington, near Baltimore. These additions will give the elevator a capacity of 3,800,000 bushels.

* * *

The CALIFORNIAN which with the MISSOURIAN is being equipped with diesel engines at Cramp shipyard, Philadelphia, will be ready for the trial trip about April 15.

* * *

The work of dismantling and salvaging the two wooden steamships KINEO and BERELO is proceeding at the yard of the Merchant Shipbuilding Co., Chester, Pa.

* * *

The Maryland Wrecking Co., Baltimore, has purchased the plant and material of the Carolina Shipbuilding Co., Wilmington, N. C. The stock is being assembled for sale and already 5000 tons of fabricated steel has been sold to a Chinese corporation.

* * *

The new pilot boat MARYLAND, built at New York for the Maryland Pilot association, has left that port to take up the station off Cape Henry, now held by the CARMINA.

* * *

The demand for Chesapeake Bay sailing vessels, on the part of oyster planters of the Delaware bay, is slowly depleting the sailing fleet in local waters. Six of these schooners were sold in April to New Jersey oyster planters.

* * *

The largest deal recorded in the Baltimore custom house for many years was the transfer of the plant of the Maryland Transportation Co. to the Clarence Cottman Co. early in April. The properties transferred were the tugs POCOHONTAS, POWHATAN, PORTER, LOUISE, IRENE, ALEXANDER WYLIE, SEMINOLE, BALTMORE and GREYHOUND. The tugs with the fleet of covered and uncovered lighters will be operated by the Clarence Cottman Co. in harbor and bay dredging.

* * *

The shipping board at Baltimore has awarded contracts to the Bethlehem Shipbuilding Corp. for docking and repairing the steamer EASTERN SEA at $6097 and repairs to the CHAPPAQUA at $1246. The contract for repairs to the steamer WEST GOTOMSKA was awarded to the Curtis Bay Copper & Iron Works at $7377.

* * *

Three new vessels have recently entered the phosphate trade between Port Tampa and Baltimore. They are the JEAN, MOLDEGAARD and LEWIS K. THURLOW.

* * *

Coal exports for March from Baltimore totaled 30,468 tons on eight vessels to five countries. This movement was the best for 1922, as the total for January was 19,844 tons, and February 12,584 tons.

* * *

Grain exports at Baltimore for the week ended April 1, totaled 2,927,426 bushels, the largest for a long period. The larger portion of this grain was corn for Russian relief purposes. Flour exports during the same period amounted to 42,727 barrels.

* * *

The March 1922, entrances and clearances at Baltimore show an increase of 99 per cent over the tonnage of vessels entering, and 90 per cent increase of the tonnage of vessels clearing, as compared with the corresponding month of 1914, the last normal prewar period.

Generated on 2024-07-27 04:26 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

During March 107 vessels of net tonnage of 424,506 entered 125 of net tonnage of 323,506 entered and 125 of net tonnage of 362,451 cleared. In March 1914, ony 73 vessels of 162,-309 tons entered and 81 vessels of 190,-811 tons cleared.

* * *

Customs receipts at Baltimore for March were $225,108.59 in excess of the previous month. Sugar imports for the new pant of the American Sugar Refining Co. furnished $167,694.76.

* * *

The property of the Globe Shipbuilding Co. has been transferred to the Maryland Dry Dock Co. and a new corporation formed by the interests which purchased the Globe property. The new company has a capitalization of 20,000 shares of 8 per cent cumulative preferred stock and 30,000 shares of common stock. The purchase price of the property was $1,050,000. John A. Stillman, formerly president of the Globe company, has been elected to that office in the new corporation.

* * *

The new combined ore and oil carrying steamer MARORE has been launched at the Sparrows Point, Md., plant at the Bethlehem Shipbuilding Corp. The vessel is of 20,000 tons deadweight.

* * *

The shipping firm of Wilbur F. Spice & Co. has been reorganized and Robert C. Herd has been elected president. The firm will now be known as Wilbur F. Spice & Co., Inc.

In the North Atlantic

THE annual meeting of the Maritime association of the Boston chamber of commerce was held recently. William C. Brewer, vice president of the governing board presided. The election of the governing board was as follows: Edward E. Blodgett, William C. Brewer, John F. Cusick, Robert Grant, Alfred J. Kelley, Charles E. Spencer Jr., George W. Eddy, Charles H. Maynard, Frank B. McQuesten, Charles Steward, Lewis K. Thurlow, Seymour B. Willett and George H. Wooley. To serve for three years; years; Garrit Fort, William R. Hedge Sidney J. Jackson, William P. Libby, William Newsome, Eugene E. O'Donnell and E. G. Preston.

* * *

A new passenger and freight service from Boston to ports in Ireland will be inaugurated shortly with the sailing of the steamer LLOYD for Limerick and Sligo.

* * *

Patterson, Wylde & Co., Boston, announce a new service between Boston and the ports of Barbados, Trinidad, Demerara and Kingston, with the sailing of the steamer MONTEZUMA scheduled for May 22.

* * *

A contract recently was awarded the Rice Bros. Corp., Boothbay Harbor, Me., for the reconstruction of a steel freight and passenger steamer for use on the Great Lakes.

* * *

A recent report from New York states that suits amounting to $1,200,000 have been filed in the New York supreme court against the Union Sulphur Co., in connection with the mysterious loss of the steamer HEWITT, some 13 months ago.

* * *

The Eastern Steamship Lines, Inc., is understood to have plans completed for constructing two new steel steamers for the Boston-New York service. The contemplated vessels will be of 5000 tons gross.

* * *

It is announced Richard T. Green Co., Chelsea, Mass., has purchased the Winnisimmet Shipyard, Chelsea. This will greatly enlarge the Green company plant which will now have the largest marine railway east of New York. The company has three railways, with a capacity up to 2000 tons, and new railway has a capacity up to 3500 tons.

* * *

Federal Judge Mack in New York recently named R. J. Fraser receiver in an admiralty action involving the steamer MIAMI of the Havana-American line. The suit was to foreclose a mortgage securing a note given by the line to the American Exchange Securities Corp.

* * *

David Cook, American manager of the Lamport & Holt line, recently said operating costs to Brazil and River Plate now are four times the prewar figure. Lodging, food and transportation figures cut to eight cents per mile per passenger, he said.

* * *

The opening of the New York state barge canal system this year, it is believed by Charles L. Cadle, superintendent of public works, will occur about April 15. It is expected that there will be an even larger movement of iron and steel from the Buffalo district to various points on the barge canal system than was the case last year. Mr. Cadle announced that $300,-000 is available for new repair shops on the barge canal at Waterford, Baldwinsville and Rochester, and other improvements are proposed which will facilitate barge canal traffic.

* * *

After being tied up at the Charlestown, Mass., navy yard for many months, the old dispatch boat DOLPHIN, once a member of the famous "White Squadron" and at one time the official boat of the secretary of the navy, was sold recently to the Ammunition Products Co. for $10,500. The DOLPHIN was built in 1884.

* * *

The 2-mast schooner SARAH QUINN, built at Tuckerton, N. J., in 1868, has sold recently by the Boston Shipbrokerage Co. to southern interests for approximately $3500. The SARAH QUINN will hereafter engage in the coasting trade in the Gulf of Mexico.

* * *

A new steamship service between Boston and ports in the Far East will soon be inaugurated by the Ellerman & Bucknall Steamship Co., Ltd. The first sailing will be with the steamer CITY OF GLASGOW. A. C. Lombard's Sons are the Boston agents for the company.

* * *

William J. Breen & Co., South Boston, recently purchased the shipping board vessels KENOSHO and WAKANNA, and are now offering for sale the machinery and equipment taken from these boats.

Along the Gulf Coast

WITH a depth of approximately 30 feet at South Pass being reduced by shoaling and only 27 feet so far attained at Southwest Pass, where government plans call for 35 feet, the Louisiana delegation in congress is being urged to get a special appropriation to finish Southwest Pass to at least 30 feet. The rivers and harbors bill carries a total of $28,000,000, of which not more than $1,-000,000 would be available for the mouths of the Mississippi river. Six million dollars will complete the work in two years.

* * *

The Steele Steamship Co., Inc., established a regular fortnightly service from New Orleans to Mexican ports with the sailing of the OLGA S. VERA for Tampico and Vera Cruz on April 15.

* * *

The proposal that a new channel be dredged connecting the Industrial canal and the Gulf of Mexico on a route through Lake Pontchartrain, Lake Borgne and Mississippi sound, is being pushed by some of the promoters of the Industrial canal.

* * *

J. F. Coleman and A. M. Lockett, respectively consulting engineer and member of the board of commissioners of the Port of New Orleans, recently returned from inspection of barge and ship canals in Europe.

* * *

All but the final details of a lease by which the New Orleans board of port commissioners will take over the remainder of the 2000-foot wharf and one of the 6-story warehouses of the army supply base warehouse, have been settled at Washington. The shipping board has indicated that it no longer needs facilities at New Orleans.

* * *

The Algiers Dry Dock & Ship Repair Co. has put a new floating drydock for 2000-ton vessels into use and

Generated on 2024-07-27 04:26 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Edgar Berthaut, president, says a dry-dock of 10,000 to 12,000 tons capacity will be built by the company in the near future. The new dock is 250 feet long and 54 feet wide.

* * *

The aims of the Jones Act of 1920 were approved, operation by the shipping board of the present routes for at least five years was advocated and a delegation to promote government aid for shipping was selected recently at a joint conference of representatives of the New Orleans board of trade, the New Orleans Association of Commerce and the Gulf shipping conference.

* * *

The steamship PATRICK HENRY, leaving New Orleans March 25 for Port Arthur, got out of control when her steering gear failed and broke down 150 feet of the wharf at the head of the passes. The vessel was not damaged.

* * *

The United Fruit Co.'s METAPAN ran down the schooner CHARLES A. DEAN off Hampton Roads recently. Several of the METAPAN'S bow plates were dented. The schooner's decks were barely awash when she was taken in tow by government cutters.

* * *

Freight service of the Pacific-Caribbean-Gulf line from Pacific ports to Gulf ports has been extended to Philadelphia and New York. The first sailing was the NYANZA from New Orleans.

* * *

Lester F. Alexander and John L. Dicky have incorporated as Lester F. Alexander, Inc. The corporation owns six tugs and does a towing business. Mr. Alexander drove the first stake for the work at Southwest pass when he was a government employe and for many years has obtained every jetty contract for that pass.

* * *

The Pensacola, Fla., chamber of commerce has adopted resolutions approving the continuance of shipping board vessels on the present routes for five years and endorsing the administration's plans to subsidize American shipping.

* * *

The Johnson Iron Works, Dry Dock & Ship Building Co., Inc., has completed general repairs on the Vaccaro Bros., three banana ships, TEGUCIGALPA, CIBA and YORO. Cabins de luxe were installed. The Vaccaro Bros. plans to seek more passenger business.

* * *

The *New Orleans Item* is promoting a series of visits of parties of school children to vessels in port. The officers and crews take the boys and girls over the vessels explaining the uses of the machinery, devices, etc., and in some cases deliver lectures on the lives of men at sea.

* * *

The newly organized Gulf States Steamship Co., with George S. Taylor as agent, in New Orleans, has established a trimonthly service between New Orleans, Galveston and Houston.

* * *

Two speed launches, bought by the New Orleans port commissioners from the naval station at Algiers, have been put into service as police boats.

From the Northwest

THE port of Tacoma's new lumber terminal is so congested with outbound freight that it has been necessary to lease an adjoining wharf until additional public facilities are completed. Tacoma's municipal piers are attracting from interior mills much cargo destined for shipment by water.

* * *

After a speedy voyage from New York, the RUTH ALEXANDER, formerly CALLAO and SIERRA CORDOBA, has arrived at Seattle for passenger service between Puget sound and California ports. This vessel takes the place of the steamer GOVERNOR sunk in collision in Puget sound water a year ago.

* * *

North Pacific shipping interests are awaiting with interest the developments to follow the shipping board's orders to the Milwaukee and Great Northern railroads to cancel preferential freight contracts with the transpacific Japanese lines. These agreements have been in effect for years and have greatly assisted in building up a large trade in Japanese ships with the Orient.

* * *

Every indication points that the coming season will be the best Alaska has seen in several years. The salmon canneries are prepared for more than a normal pack and the inclination of the administration to open up the northland has attracted an unusual number of people to Alaska. The movement to the north began earlier than usual. More vessels are employed on the Alaska route than last year.

* * *

The Charles Nelson Co. has completed negotiations for the purchase of the 5-mast schooner THISTLE and the iron schooner MONTEREY. The Coos Bay Lumber Co. has bought the steamer COTTON PLANT from the shipping board and the Columbia River Packers' association has purchased the ship TONAWANDA from the government for use in the Alaska cannery trade.

* * *

Foreshadowing the return of commerce with Siberia, the American steamer POMONA recently was dispatched from Seattle for Vladivostok with a capacity cargo including 2000 tons of wheat. This is the first sailing from Puget sound for Vladivostok in more than two years.

* * *

Replacing them with passenger and freight vessels of less speed and of smaller size, the powerful Japanese transpacific line NipponYusen Kaisha has withdrawn four of its big passenger liners and assigned them to the Yokohama-London route. This was done, according to announcement because of increased passenger movement on the European route. However, it is no secret that the new American passenger liners operating from Puget sound are rapidly coming into favor.

* * *

For the purpose of developing the resources of Siberia and Kamchatka, a combination of Russian and American capitalists has organized the firm of Olaf Swenson & Co., with headquarters at Seattle. Mr. Swenson is president and associated with him are N. A Shvetzoff, P. A. Kushnareff, Felix Bryner, M. N. Golovin and others of New York and Vladivostok. This company has chartered a vessel for the Siberian trade.

* * *

In an effort to divert from the Suez canal route, passenger travel between the Orient and Europe, a through fare has been established of $620.50 via Seattle, Vancouver, B. C. or San Francisco. This arrangement has been completed by agreement betwen the transpacific steamship services, the transcontinental railroads and the Atlantic lines.

* * *

Capt. Harry Crosby, Seattle, has purchased the steel ship CHILLICOTHE from Capt. John. F. Blain, formerly director of the shipping board in the north Pacific district. The vessel will be used in serving Alaska canneries. She was formerly the German ship ARNOADUS VINNEN. Interned at Manila during the war, the ship was taken over by the shipping board. Later she was sold at marshal's sale to Captain Blain.

* * *

To adopt a maritime policy for Puget sound and other north Pacific ports, the Seattle chamber of commerce has appointed a committee which will make a survey of the situation bearing in mind pending legislation affecting shipping. When a definite program has been adopted it will be presented to the shipping board and congress.

* * *

Molasses from the Hawaiian islands will hereafter be brought to Seattle in bulk at the rate of 1000 tons a month. The importers have leased from the port of Seattle tank space for storage purposes and cargo will be shipped out in tank cars. This product is used in large quantities for cattle feed.

* * *

A transpacific steamship passenger conference has been formed. The Pacific Mail Steamship Co. and the Admiral line, shipping board passenger line operators on the Pacific, have joined the conference, of which the Toyo Kisen Kaisha, Nippon Yusen Kaisha, China Mail Steamship Co., and the Canadian Pacific line also are members.

* * *

To meet the competition of Pacific American gateways, the British Columbia ports of Victoria, Vancouver, Nanaimo, Prince Rupert and Port Alberni announce the abolition of handling charges of 60 cents per ton on cargo.

* * *

By upholding section 27 of the Jones merchant marine act, the Supreme Court has reserved Alaska shipping for American vessels. This ruling means that cargo originating in the United States must move to Alaska on American vessels and cannot be trans-shipped at Vancouver to British steamers.

Generated on 2024-07-27 04:27 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Book Review

Dock and Lock Machinery, by W. Henry Hunter; 207 pages, 5½ x 8½ inches; published by D. Van Nostrand Co. and for sale by MARINE REVIEW, Cleveland; price $4.50.

This is a technical manual based on the author's long experience as a consulting engineer whose professional career largely was devoted to the improvement of rivers and estuaries and to the design and construction of docks and canals. Mr. Hunter was consulting engineering for the Manchester ship canal. The book is published five years after the author's death, the delay being caused both by that event and by the condition developed through the world war. The work is profusely illustrated, 97 drawings being explained by accompanying text. Thirty-two illustrations are on the subject of gate machines, 23 on caisson machines, 29 on sluices 7 on syphons and 6 on capstans. The author has not confined himself to England and her possessions, but has treated his subject internationally, giving particular attention to American projects, including the Panama canal, the Erie canal, the Keokuk dam on the Mississippi and other similar works. A considerable portion of the text is descriptive of the various engineering features pertaining to work of this nature. While of value, no doubt, to engineers and to canal and dock operators, the book's greatest value is as a manual for student engineers, the purpose for which it was intended.

American Sailor Has Proved His Skill

BY R. E. BARRERA

(A Letter to the Editor, Marine Review)

AFTER reading the treatise "Practical U. S. Ship Problems—V" by Robert Edwards Annin, in a recent issue of MARINE REVIEW, I have been prompted to respond to the many irrelevant inferences made relative to American seamen, and to certain other phases.

To begin with, I am a deck officer on a shipping board vessel and having always been keenly interested in the trend and development of our merchant marine. I feel that I am in a position to inform you of the several points of view I have in mind sorely conflicting with the substance of the article.

The point which I wish to bring up first is wherein you stated "the average skill and experience of American sailors in all grades is distinctly inferior to those of several nations whose sea activities and traditions have been continuous." And then you further stated that after a generation (possibly 50 years) of experience and training American seamen will equal their rivals.

These statements are a ludicrous fallacy. It would be quite interesting to have an exposition of facts substantiating these statements.

We all must admit that there was an infusion of raw material into our merchant fleet, and navy as well, as a resultant of the sudden expansion due to the war, but as a result of this infusion of raw material into the navy which jumped the personnel from 55,000 in 1916 to 315,000 during the stress of war, did the navy fall down, literally speaking? Did the navy not hold up all, and add more glory to, American sea traditions, which I warrant are as great and as inspiring as those of the several nations you have referred to?

The war was a sufficient exemplification of the rapid and thorough adaptation of American youth to conditions, even in the navy aboard vessels far more complicated and intricate mechanically, far superior and rigorous in discipline and organization than any of our common tramp cargo ships. To infer that Americans on our ships are distinctly inferior to foreigners, requires the same statement about the navy.

I speak from actual knowledge of six years in the American navy both as an enlisted man and as a commissioned officer. And you can find hundreds of Americans at the present time in our merchant marine, who have been in service in the navy during the war as enlisted men and commissioned officers, performing their duties as efficiently and thoroughly as anyone could wish, but not comparable, I presume, with the excellent foreigners you speak about.

As a matter of comparison, we will take our greatest maritime competitor, Great Britain. Without reservation she deserves unlimited credit for the merchant marine she has built up, not through any distinctly superior skill and experience—though we can say that they have no journalists crying for foreigners to man their ships—but through the keen business acumen of her shipping men fostered by a thorough and powerful national shipping spirit by all her nationals.

It is these two essentials which we lack, national shipping spirit, and a sufficient supply of thoroughly trained shipping men to effectively cope with their equals among the ranks of our competitors, and not "the distinctly inferior skill of our American seaman." Why not come out and state in what way American seamen are "distinctly inferior?"

Are not our ships navigated and operated as efficiently as similar vessels of our competitors?

Do they not make as smart passages as any foreign vessels of like size and speed?

Are they not physically kept up and maintained equally as well as foreigners?

I claim that the average American cargo ship whether shipping board or otherwise is kept in a superior state of maintenance. Although direct benefit is not visible in a month or two, it is quite apparent at the periodical surveys of the American Bureau and the United States steamboat inspectors, followed by the lowering of the percentage of depreciation over a suitable length of time, a subtle but dominant factor in operation.

Are not the cargoes of American ships delivered as efficiently, and in as good condition as their competitors? I claim yes as the answer to these questions. I further claim that if the fate of our merchant marine was solely dependent upon the American seamen it would be a great success. But it is extreme injustice to try to reflect the financial failure of our merchant shipping onto American seamen, whereas it is far more attributable to the distinctly inferior skill and experience of some of our ship operators, and it is a creditable reflection upon the present policy of the new shipping board to see them taking the ships away from such operators.

The next subject I wish to take up is the subject of American citizenship for all officers, which you state is a financial handicap in the operation of American ships. Why? We surely need enlightenment badly on this.

Is it fair to surmise that you are an advocate of American ships being commanded and officered by foreigners? To accord to this principle, we

Generated on 2024-07-27 04:27 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

might as well go out of the shipping game if the only American object on our ships, built with the money of the people, is going to be the flag, and admit we have to rely on foreign subjects to run our ships.

To my way of thinking it is a rank injustice that aliens, who haven't even taken out their first papers, or those who have done so through compulsion, can come to this country and secure lucrative employment, privileges, and protection on American vessels, while even at the present time hundreds of competent American seamen are walking the streets of our seaports, and many of our vessels are sailing with a majority of aliens in their crews.

And the majority of these aliens profess Americanism for the sole purpose of revenue, and the only interest they have in their jobs or their ships, is the personal gain and comfort they can secure.

American ships should be for Americans not through sentiment, but through the long demonstrated fact of their parity if not superiority to a foreigner in any branch of industry. It has been further amply demonstrated that American ships operated solely by Americans are operated far more profitably and efficiently than the same ships operated by foreign hirelings.

It is with profound satisfaction that we all view the policies of the new administration of the shipping board and their appointments of practical shipping men who thus far seem imbued with the American spirit of making our shipping a success. You may rest assured they are going to be amply supported by American seamen.

The shipping act of 1916 created the shipping board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its territories and possessions, and with foreign countries. The hopelessness of fulfilling the purpose of this act, instituted by congress as the expressed will of the people, should be quite apparent if aliens are employed to operate the ships through the short-sighted policy of saving possibly a paltry dollar. Would foreigners be commissioned as officers in the naval reserve, the right arm of the navy, to carry out war against their own country. We would be as badly misled as was Louis the Sixteenth of France and King George, not to mention numerous other monarchs and nations in the world's history.

Up to date, I have been on four shipping board vessels and we have never experienced any breakdowns at sea or accidents to our vessels during navigation, covering two passages to Europe and one to China. Our passages have been as smart as any of our foreign competitors. The physical upkeep and maintenance of the ships has always left them at the end of their voyages as fit, and in cases fitter than when they came out of the shipyards. One shipping board vessel I was on after making the total of three European trips had a repair bill of $175 for work done outside of the ship's force. Could the superior skill of foreigners have done better?

I can state numerous cases of such performances, not forgetting at the same time numerous exceptions, but the law of exceptions operates in all cases.

Upon reading that our ships cannot be run without the help of foreigners, it is needless to say that any man interested in his profession, and entertaining pride in his American birth and citizenship, and exerting his petty efforts toward the successful furtherance of our merchant marine, should be prompted to challenge the absurdity of such remarks.

However, Mr. Annin would confer a great favor upon myself and several fellow officers if he would endeavor to substantiate the belief of the "distinct inferiority of American seamen in *all* grades," for possibly we are viewing the question from one side.

Very truly yours,
(Signed) R. E. Barrera
660 Bush St.,
San Francisco, Cal.

U. S. Seamen Still Must Be Trained

BY ROBERT EDWARDS ANNIN

(A Letter to the Editor, Marine Review)

I HAVE received the letter of Mr. Barrera relating to my article in a recent number of MARINE REVIEW and have written him the following reply:

I desire to thank you for calling my attention to some points which evidently were not clear to you; since, if they caused misapprehension in your mind, they undoubtedy did so in the minds of others.

The quotation which you make from the article in question evidently conveyed to you the idea that I intended to reflect in general on the capacity of the personnel of our merchant marine, as compared with that of our main competitors. But your quotation is incomplete and, therefore, (no doubt unintentionally) misleading. I subjoin the full passage, with those portions in italics which you neglected to quote.

The item governing the employment of officers and men is particularly hampering. Owing to the sudden expansion of the merchant fleet and the resultant infusion of raw recruits, the average experience and skill of American sailors in all grades is distinctly inferior to those of several nations whose sea activities and tradition have been continuous. *Give Americans a generation of experience and training and they will equal their rivals in this respect, or surpass them as they have done before. But at present all departments, and especially the engine room, suffer from this cause. It takes time to turn a farmer or mechanic into a real sailor.*

On rereading this, you should admit that such a statement does not, and was not intended, to reflect in any way upon the value of American trained seamen, as compared with foreign trained seamen ("in all grades"); but merely implied that, on the average, American raw recruits, hastily gathered in a war emergency, were not and could not be expected to be, as efficient as the (relatively) trained seamen of our competitors.

I am not ignorant of the fact that real American seamen (of which there are all too few) are, and have been for over a century, among the ablest and most resourceful in the world. My statement was to this effect: Owing to the emergency of war, the demand for American merchant seamen greatly outran the supply of trained sailors in all grades. The relative disparity, between supply and demand, being greater here than abroad, our personnel was necessarily diluted to a greater extent, and therefore, at a greater disadvantage. Furthermore, during the war crisis many of the less efficient of the foreign born were employed owing to the shortage of real American seamen. This is my opinion, based upon a somewhat intimate acquaintance with war conditions; with the reports of Ameri-

Generated on 2024-07-27 04:27 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

can captains and officers, with the experience of other operators, and with ships' logs during that period. But if your observation leads you to a different conclusion, I have no quarrel with you on that account.

You ask "Why don't you make the same statement about the navy?" The answer is easy. I do not make the statement about the navy, *because I do not believe it to be true of the navy.*

As you so justly intimate the navy has always made distinctly good. But we were speaking solely and only of the merchant marine; which had to be content to a large extent, (and especially in the lower ratings,) with the leavings of the navy, without quick educative influence of that strict discipline which is possible only under the terms of naval enlistment. It is as if I had asserted that our militia was less efficient, on the whole, than the French army, and you had replied "Why don't you attack the United States regular army?" In this matter, it seems to me that you are either defending a position which is not attacked; or attacking a position which is not defended; or both.

You ask three questions to which I take pleasure in replying:

1 Q. Are not our ships navigated and operated as efficiently as similar vessels of our competitors?

2 Q. Do they not make as smart passages as any foreign vessels of like size and speed?

3 Q. Are they not physically kept up and maintained equally as well as foreigners?

I understand these questions to relate solely to my own observation as to the average performance of our merchant ships as compared with those of the other great maritime nations, during and subsequent to, the great war. On this understanding I answer all three inquiries with the simple monosylable *no.* There are some large results which are more conclusive than details. The fact that a large number of charterers, who had no object in view except their own profit, have for months refused to charter most American ships, except as a last necessity is (to me) conclusive on this point. The tendency of many American underwriters to discriminate against American risks indicates it also.

With your opinion that the troubles of the American merchant marine for the last four years, have been due more to inefficient operators than to inefficient crews, I am in thorough accord. And the move to eliminate this class of operators is the most encouraging feature of the present situation.

I note your "surmise" that I am in favor of all our ships being officered by foreigners. This is not at all the fact. I am quite content to be held responsible for my own statements or opinions. But I think you will admit that it is not fair to hold me responsible for your surmises. My observation leads me to conclude that the trained American deck officer has no superior.

I pass without comment any apparent reflections upon my patriotism, or imputation of motives; and forbear retorts, which are easy to formulate, and as impossible to prove as the imputations themselves.

Facts are demonstrable. Opinions are always subject to contradiction. Imputed motives are impossible of proof. Retort is apt to be essentially irrelevant. The late Artemus Ward told of an editor who, being accused of embezzlement, defended himself by demanding that his accuser deny, if he could, that he had a cross-eyed sister.

Very truly,
(Signed) Robert Edwards Annin

Revision of Navigtaion Laws Is Secondary

To the Editor:

I note these words in an editorial of MARINE REVIEW.

"The present laws, which impose high operating costs, are the real barriers. If congress would give shipowners freedom to operate their vessels instead of tying their hands, the necessity for a subsidy would disappear."

I think you will find that steamship managers generally are in sharp dissent with this proposition. It is economic laws, not statutes, that fix the higher wages on American ships. All over the world sea wages are governed by shore wages. This is true of all maritime countries. American wages at sea are higher than foreign wages, mainly because American wages on shore are higher than foreign wages. This is a condition that can not be entirely or materially relieved by legislation.

Our navigation laws and rules, including the seamen's law and the steamboat inspection laws and rules, should be revised, modernized and liberalized. An expert commission appointed more than two years ago by the shipping board has shown in its report how this can be done. Its recommendations ought to be enacted, but it is not anticipated that such revision will have any substantial result on the wage schedules or costs of American ships.

Every statement that all that is needed to reduce our wage scale to the European level is to revise our navigation laws is simply an encouragement to our foreign competitors to muddle further the waters of understanding of the real problem of the American merchant marine.

Sincerely yours,
(Signed) Winthrop L. Marvin
Vice president and General Manager, American Steamship Owners' association.

Complete Construction of Alaskan Railroad

Completion of the government railroad in Alaska with the exception of the steel bridge over Riley creek is announced. Steel is on the ground for the last structure and it is planned to drive the golden spike, celebrating the end of nearly eight years actual work, early in February. Trains are now running regularly twice a week between Seward and Fairbanks, buffet and observation cars being carried between Seward and McKinley park. During an excursion run recently the distance of 353 miles between Anchorage and Fairbanks was covered in 20 hours. With the completion of this railroad system it is expected that the trade of Alaska will show more rapid growth.

For St. Lawrence Route

A committee named several months ago by the executive committee of the Associated Industries of Massachusetts, to report upon the feasibility and desirability of the St. Lawrence river waterway project has submitted its findings. This committee, consisting of Charles R. Gow, chairman; Charles A. Andrews, F. B. Crosby, George L. Finch, S. Harold Greene, Henry I. Harriman, William P. Libby, Edgar J. Rich, and A. B. Tenney, reported:

"Our conclusions, reasons for which will be set forth in this statement, are:

1. that the project is feasible from an engineering standpoint;

2. that it can be constructed at a reasonable cost, considering the magnitude of the work involved;

3. that it will furnish a direct and usable water route between the ports of the Great Lakes and both foreign and domestic ocean ports;

4. that in the very near future this nation will require every possible means of transportation by water, rail, and motor, and that accordingly the St. Lawrence project will be of great assistance in reducing otherwise necessary expenditures for additions to our rail facilities, and greatly lessen the inevitable transportation crisis which will arise with a restoration of normal business and the natural growth of the country;

5. that it will give to New York and New England a very large, reliable, and cheap source of hydroelectric energy; and,

6. that the project is desirable for the country as a whole, and beneficial to New England.

Generated on 2024-07-27 04:27 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Equipment Used Afloat, Ashore

Wireless Phone—Self-Bailing Lifeboat—Wire Brush

THOMAS H. ROSSBOTTOM, general manager of the United States lines, is a pioneer in the use of the wireless telephone. Maritime history was made by Mr. Rossbottom a short time ago in his use of the wireless telephone in receiving the report of the captain of the AMERICA and in transmitting orders to the ship. This was the first time in history that the commander of a merchant vessel made his report to the operator by wireless telephone, and that orders from the operator were transmitted to the ship by the same medium.

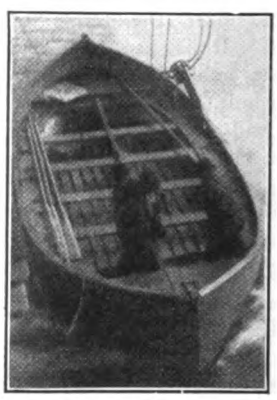
While the AMERICA was still a considerable distance from Ambrose channel lightship Mr. Rossbottom was connected through the powerful station at Deal Beach, N. J. Within 10 minutes after the call was made Capt. William Rind of the AMERICA was on the telephone. After an exchange of greeting, Capt. Rind told Mr. Rossbottom the speed he was making, and the time he expected to reach quarantine. Mr. Rossbottom in reply gave his instructions to Captain Rind concerning the special arrangement which had been made with the public health officials at the quarantine station for the passing of the vessel beyond the sunset hour.

Mr. Rossbottom talked over the telephone at his desk, the one that is normally used in his daily business, and without any special appliances.

THOMAS H. ROSSBOTTOM, GENERAL MANAGER OF THE UNITED STATES LINES, USING WIRELESS PHONE TO COMMUNICATE WITH THE LINER AMERICA

Self-Bailing Lifeboat of Large Capacity

Self-bailing, noncapsizable, unsinkable by wind or water, loaded or empty, are some of the features claimed for a boat now being built by the Self Bailing Life Boat Co., Seattle. The boat is the invention of Capt. B. E. Togerson, president of the company. It has been approved by the supervising inspectors of the steamboat inspection service. Foreign patents have already been granted in Japan and are pending in other countries. An initial order has been received from Japan. The Puget Sound Sheet Metal Works, Seattle, has contracted to manufacture and deliver this boat.



NEW TYPE OF LIFEBOAT

Construction will be based on what is known as the universal system, forms and templets being made for each size of standard boat. Thereafter as many parts as may be desired for each size of craft to be built may be cut out, shaped, punched and made ready for quick assembly. In the construction of this type of lifeboat, wooden keels, stem and stern posts have been eliminated The entire boat will be of metal excepting the seats, thwarts and gunwales. The dimensions of the standard size boat, shown in the accompanying illustration, are: Length over all 28 feet; beam 9 feet 6 inches; and depth 4 feet.

The boat will carry with safety a relatively large numbers of passengers, it is claimed. Government regulations permit the self-bailing boat to carry 51 passengers while 65 can be accommodated in an emergency and the boat will continue to bail itself. The double bottom contains 246 cubic feet of air in addition to 83.6 cubic feet contained in tanks around the sides and ends as required by American regulations.

One of its features is the self-bailing

Generated on 2024-07-27 04:27 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

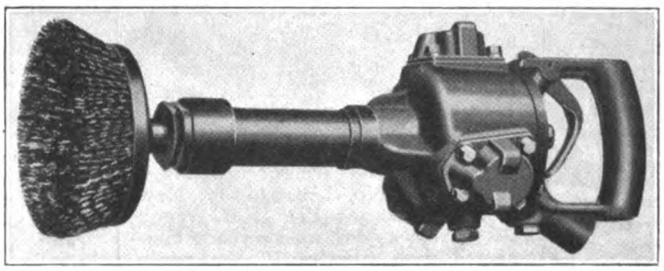
ability which is accomplished by means of an automatic valve opening when the end of the boat rises and closing when it descends. It has four 10-inch bailing pipes and bails itself, when overweighed, in 24 seconds. Because of its buoyancy it can be dumped overboard in any position and will speedily right itself.

High Speed Wire Brush Is Developed

Increasing use of air driven wire brushes for cleaning metal surfaces has demonstrated the need of high rotative speed for the wire brush, especially in removing paint, rust, dirt and scale from tanks, steel cars, structural steel forms, etc., where the area to be cleaned is large and speed is required. It has been found that a wire brush turning at high speed cleans faster and also stands up to the severe service much better than if only revolving at 2000 to 3000 revolutions per minute.

The Ingersoll-Rand Co., 11 Broadway, New York, has brought out a high speed wire brush cleaner which has a maximum speed of 4200 revolutions per minute. This machine has been found successful in cleaning surfaces as mentioned and also iron and steel castings. On a six weeks test this machine cleaned steel gondolas, each averaging 540 square feet surface, in 3½ hours. Steel box cars each averaging 1400 square feet surface were cleaned in 7½ hours. The brush not only removed all the rust but the old paint as well so that when repainted the cars looked practically as if new sheets had been applied.

The air motor is of the 3-cylinder type such as used in the company's portable grinder and which has been thoroughly tested out in the severe service to which pneumatic grinders are subjected. The machine is simple in construction, is well balanced and operates without vibration. Light weight has been attained by using an aluminum casting reinforced with cast-in steel bushings. The weight of the complete machine is only 14 pounds. The average free speed at 90 pounds air pressure is 4200 revolutions per minute. Length overall is 17½ inches. Diameter of the wire brush is 6 inches.



AN AIR-DRIVEN REVOLVING WIRE BRUSH WHICH OPERATES AT HIGH SPEED

W. E. BRYAN has been appointed general purchasing agent of the Merchant Shipbuilding Corp., Chester Pa.

Puts Water Tube Boilers on Army Transport

The new boiler installation of the United States army transport MADAWASKA, now being reconditioned at the yards of the Morse Dry Dock & Repair Co., Brooklyn, N. Y., will consist of six Babcock & Wilcox watertube boilers, 2-inch type, built for a working pressure of 250 pounds and having a total heating surface of 24,084 square feet. They will burn coal under forced draft. These boilers are designed to occupy the boiler room space now taken up by the three double ended Scotch boilers in the vessel and the space taken up by the single ended boiler will be added to the forward bunkers. Several watertube boiler installations on vessels formerly equipped with Scotch boilers have been made by the Babcock & Wilcox Co. during the past year. Among these are the steamer PLYMOUTH, of the New England Steamship Co., on which six watertube boilers replaced eight Scotch boilers, and the steamer MOMUS, of the Southern Pacific Co., whose seven Scotch boilers were replaced by six boilers of the same type as are being built for the MADAWASKA, but equipped with superheaters and mechanical oil burners.

On her last voyage from Seattle, the Nippen Yusen Kaisha liner, FUSHIMI MARU sailed for Yokohama March 24.

Business News for the Marine Trade

Capitalized at $150,000, the Murray Harbor Transportation Co., Inc., Brooklyn, N. Y., recently was incorporated by J. J. Murray, 222 Albemarle road, Brooklyn, to engage in navigation, etc.

To operate steamship freight lines, etc., the Floridian Trading Corp., Jacksonville, Fla., recently was incorporated with a capital stock of $150,000.

Papers have been filed with the secretary of state of New York, by the Far East Steamship Corp., New York, to engage in navigation, etc. The company is capitalized at $100,000, and L. H. Stewart is named as one of the incorporators.

The Merritt & Chapman Derrick & Salvage Co., Kinney building, Newark, N. J., recently was incorporated to engage in lighterage, transportation, stevedoring, etc., with a capital stock of $100,000.

The New York Bolt & Specialties Co., Brooklyn, N. Y., has been incorporated with a capital stock of $43,000 by E. W. Farmer, A. J. Bock and others. The company is represented by C. M. Stowe, 232 Kent street, New York.

Capitalized at $10,000, the Hays Overfeed Stoker Co., Buffalo, recently was incorporated by C. N. Hays, A. A. Mohr and A. L. Lyth. The company is represented by A. W. Crosby.

The Wotten Steamship Corp., New York, recently was incorporated with a capital stock of $15,000, by J. R. Sykes, M. Roger and M. E. Bauer. The company is represented by P. Bonynge, 111 Broadway.

An appropriation of $500,000 is being considered by the board of estimates of New York for the construction of drydocks and shops for municipal marine work. It is understood the shop buildings and machinery will cost in the neighborhood of $200,000. The drydocks and shops will be operated by the department of plants and structures.

The Eastern Steamship Lines, Inc., Boston, is to have built two steel passenger steamers of 5000 gross tons each, to operate between Boston and New York.

Owen O'Beirne, New York, oil burning equipment, has been incorporated with $10,000 capital stock by H. Cunningham, O. and M. O'Beirne. The company is represented by W. Solomon, 198 Broadway.

Capitalized at $30,000, the Commonwealth Motor-Ship Co., Boston, recently was incorporated to build motorships and water craft by Charles N. Fisher, Philadelphia, and Samuel Kaun and Louis Schulman, both of New York.

The plant of the Fischer-Sweeney Bronze Co., Hoboken, N. J., recently was damaged by fire. The loss was estimated at $100,000.

The Utica Rotary Engine Corp., Utica, N. Y., has been incorporated to manufacture steam rotary engines.

The Columbian Bronze Corp., Freeport, N. Y., has increased its capital stock from $450,000 to $1,250,000.

Capitalized at $25,000 the Okmulgee Boiler & Welding Works, Okmulgee, Okla., recently was incorporated by J. H. McCreedy, E. E. Cornwell and Joseph I. Pitchford.

J. M. Campbell, Milton, Fla., is reported planning the construction of a shipbuilding and ship repair plant.

The McCabe Boiler Works, Newark, N. J., recently was incorporated with a capital stock of $150,000, by Eugene F. McCabe, John P. Ford and John M. McCabe.

The Vulcan Iron Works, Galveston, Tex., recently was incorporated with a capital stock of $100,000, by Ben Sass, Joseph Bader and

Generated on 2024-07-27 04:28 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

William J. Cain. The company will manufacture marine machinery.

The St. Lawrence Boat Works, Ogdensburg, N. Y., recently increased its capital stock from $25,000 to $75,000.

The general contract for a $100,000 foundry has been awarded by the Advance Boiler Co., Poughkeepsie, N. Y. The structure will be one story, 100 x 300 feet.

Capitalized at $200,000, the Progressive Steamship Co. recently was incorporated at Dover, Del., by Charles T. Magee, Ward C. Henry, Philadelphia, and Henry D. Smith, Atlantic City, N. J.

The Piermont Navigation Co., New York, recently was incorporated by Theodore L. Ernst, S. E. Freeland and Samuel Baras, all of New York. The American Guaranty & Trust Co. is agent for the company.

Capitalized at $500,000, the Atlantic Mail Corp., New York, recently was incorporated to engage in commerce and navigation, by E. N. Abbey and a number of others.

The China American Steamship Corp., New York, recently was incorporated with a capital stock of $150,000, to engage in commerce and navigation, by F. Kiers, 540A Henry street, Brooklyn, N. Y., and others.

The Quebec Shipbuilding & Repairing Co., Ltd., Quebec, Que., recently was incorporated with a capital stock of $500,000 to carry on general shipbuilding, repairing, chartering and navigation business, and to own and operate ships, drydocks, shipyards, etc.

The Republic Navigation & Transportation Corp., Wilmington, Del., recently was incorporated with a capital stock of $1,750,000, to build, own and operate vessels of all kinds.

The Asiatic American Steamship Co. recently was incorporated at Portland, Oreg., with a capital stock of $100,000 to own and operate vessels of all kinds.

The Golden Gate Ferry Co., San Francisco, is having plans prepared for the construction of ferry slips for the use of its automobile ferry line.

The cotton duck, sailmaking and steamship supply business formerly conducted by George R. Burrows, Inc., at 522 South Delaware avenue, Philadelphia, has been purchased by D. L. Chamberlain and M. Barbus. The business will be continued under the name of D. L. Chamberlain Co. at the same address. The purchase did not include the New York branch of the Burrows company.

The William Cramp & Sons Ship & Engine Building Co. has bought the plant of the Pelton Water Wheel Co., San Francisco. The Pelton company will continue under the old corporate name with H. B. Taylor, vice president of the Cramp company, as president: Ely C. Hutchinson, chief engineer of the Pelton company, as vice president and general manager and William M. Moody, second vice president.

The Connecticut Marine Boiler Works Co., Bridgeport, Conn., has recently added two additional departments to its present boiler business. The new divisions include manufacturing a combination door and lock, and also the manufacturing of tin and galvanized iron appliances.

New Trade Publications

RECORDING EQUIPMENT—The Esterline-Angus Co., Indianapolis, has published a 4-page illustrated bulletin in which electrical recording apparatus is described and illustrated. A concentration meter, kilovolt ampere meter, voltage recorder, portable graphic meter, multirange current transformer, switchboard recorder, power factor meter, wall-type graphic meter, etc., are among the instruments described.

DRILLING EQUIPMENT—The Marion Machine, Foundry & Supply Co., Marion, Ind., is circulating a 4-page illustrated leaflet in which steel drilling equipment is described and illustrated. This includes steel bull wheels, calf wheels, steel band wheels and steel tug rims. Specifications, etc., are given.

REDUCING VALVES—The Atlas Valve Co., Newark, N. J., has published a handbook in which the question of reducing valve economics is fully covered. The book goes into careful and complete detail on all points that are closely connected with and vital to reducing valves. The flow of steam through pipes is handled in a simple and understandable manner. Charts and formulas are entirely eliminated. Handy tables makes it possible for the user to determine at a glance just what a given pipe size will do. Other features include data on superheated steam, extra heavy pipe, pipe fittings, leaders to heating systems, pipe friction allowances, steam velocities, etc.

RECORDING EQUIPMENT—The Uehling Instrument Co., Paterson, N. J., is circulating a new illustrated booklet of 12 pages in which recording equipment for guiding the engineer and fireman in reducing the waste of fuel up the chimney, is described. The equipment is described in detail. Particular attention is called to a recently developed filter which it is claimed is efficient in keeping the gas sampling lines clean. Other features include the separate recorder for the engineer's offie, and indicator for the boiler front, continuous chart record and the dry method of absorption.

CHAPLETS—A 4-page illustrated folder has been published by the Hill & Griffith Co., Cincinnati, in which ventilated chaplets are described and illustrated. These chaplets, it is claimed are particularly adapted to castings requiring small cores. They are made from tin-plated sheet metal, and in such a way as to insure perfect ventilation.

LIFESAVING SUIT—The National Life Preserver Co., New York, has published an illustrated booklet in which a lifesaving suit is described and illustrated. It is claimed that this suit not only will protect the wearer from drowning but also will protect him from exposure, etc. A number of illustrations are given showing the suit in actual use. In addition several testimonials from users are given.

MARINE ARCHITECTURE—C. V. S. Wyckoff, New York, has published a 4-page bulletin in which a system of naval architecture and marine engineering is discussed. According to the bulletin the system as outlined is a rhythmical correlation in one ship construction unit of approved principles of marine architecture and engineering.

TRANSATLANTIC TRAVEL—The Swedish American Line is circulating several folders and leaflets in which attention is called to its steamer service between New York and Gothenburg, Sweden. Rates, etc., are given. Two of the folders call attention to the places of interest to the tourist in Sweden.

CONDENSED CATALOG—A condensed thum-indexed catalog, in which all of its products are described, has been published by the Ingersoll-Rand Co., New York. These products include compressors, vacuum pumps, condensers, oil and steam engines, air lift pumps, rock drills, drill sharpeners, pneumatic tools, tie tampers, and miscellaneous tools and equipment. Due to the limited scope of the catalog detailed information is omitted. Particular attention is called to the engineering data section as it is thought it will be of value in solving every-day pneumatic problems and may be of considerable aid in determining exact requirements for new equipment.

Business Changes

The William Cramp & Sons Ship & Engine Building Co., Philadelphia, has acquired the plant and interests of the Pelton Water Wheel Co., Inc., San Francisco and New York. The merger combines two pioneer manufacturers of hydraulic prime movers, the Pelton organization and the I. P. Morris department of the Cramp interests. The Pelton company builds impulse wheels and highhead reaction turbines. The Pelton Water Wheel Co. will retain its corporate name under the merger but new officers have been elected as follows: President, H. B. Taylor, who is vice president of the Cramp company; vice president and general manager Ely C. Hutchinson, formerly chief engineer of the Pelton company; and second vice president, William M. Moody.

* * *

Joseph B. Wood, recently with F. Murray Hill has established a customs and freight brokerage business at No. 1 Broadway, New York, known as the J. B. Wood Co. He was for many years connected with Charles P. Verkruzen & Co.

* * *

Effective May 1, the Black Diamond Steamship Co. opened offices at 337 Walnut street, Philadelphia, with George M. Ball Jr. in charge. This is to take care of growing business at the port.

* * *

The Los Angeles branch of McCormick, McPherson & Lapham has been moved from 548 Spring street to the Central building, 108 West Sixth street. The new quarters cover the entire southeast wing of the third floor of the building.

* * *

Offices have been opened at 710 Cunard building, 25 Broadway, New York, by the Sun Shipbuilding Co., and its subsidiary, the Opposed Piston Oil Engine Co., both of Chester, Pa.

* * *

William G. Benz & Co., with offices at 50 Broad street, New York, have been organized by William G. Benz and Richard R. Lillis, formerly associated with the Consolidated Freight Forwarding Co. They will conduct a business of export freight contractors and brokers.

* * *

An office is to be opened in Rochester, N. Y., by the United American lines in charge of W. A. McCarthy, general agent for New York state.

* * *

Removal of offices of the Asiatic Petroleum Co., (New York) Ltd., the Asiatic Petroleum Storage Co. (Panama) Ltd., and the New Orleans Refining Co., Inc., to the American Express building, 65 Broadway, New York, is announced.

* * *

The soot blower business of the Diamond Power Specialty Co., Detroit, has been purchased by new interests which have formed the Diamond Power Specialty Corp., Detroit.

Generated on 2024-07-27 04:28 GMT / https://hdl.handle.net/2027/uiug.30112043868535
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN